State of Nevada Transportation Facts and Figures 2012

Governor
Brian Sandoval

Director
Rudy Malfabon, P.E.

Prepared By: Performance Analysis Division

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Key Phone Numbers and Web Sites

Road Construction & Winter Road Condition Information

Call before driving.
All areas of the state ..... **511** or 1-877-NVROADS **(1-877-687-6237)**
Road information is also available on the Internet at: www.nvroads.com.

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire **1-800-992-0900**
To call any state office from Las Vegas, call and give the operator the extension desired..... ..... **(702) 486-3000**
To call any state office from Carson City or Reno, call and give the operator the extension desired ..... **(775) 684-1000**

Other Frequently Called Numbers

Public Information
- Carson City..... **(775) 888-7777**
- Las Vegas ..... **(702) 385-6509**

Customer Service..... ..... **(775) 888-7000**
Director's Office..... **(775) 888-7440**
Construction Plans and Specifications ..... **(775) 888-7070**
Contract Bidding Results..... **(775) 888-7070**
Overdimensional Vehicle Permits..... **(775) 888-7410**
or **1-800-552-2127**
Maps..... **(775) 888-7627**
Facsimile ..... **(775) 888-7115**
ADA Technical Advisor..... **(775) 888-7598**

Web Sites

NDOT online..... ***www.nevadadot.com***
NDOT E-mail ..... ***info@dot.state.nv.us***

Road Conditions..... ***www.nvroads.com***

An Important Commitment Continues

It's been the Nevada Department of Transportation's driving goal: to support the commerce, mobility and safety of Nevada through an enhanced transportation system. It is what moves our great state forward, and we remain committed to this goal each and every day.

As I proudly take the reins as the new NDOT director, my previous experience as NDOT deputy director showed me just how important transportation is to our great state. It is how we connect with our community, get to work and move our economy. In fact, Nevada's state-maintained roads carry 54 percent of total vehicle miles traveled and 80 percent of heavy truck traffic.

Whether building, maintaining or operating these vital thoroughfares, studies show an economic gain of nearly $1.50 for every $1 invested in Nevada transportation. Transportation investment is the right thing to do, and, amid transportation funding challenges, NDOT will continue to responsibly prioritize road improvements across Nevada to benefit *all* areas of the state.

Declining gas tax revenue is a long-term challenge for NDOT due to the economic downturn and a trend toward more fuel efficient vehicles using the roadways. As NDOT has delivered several major transportation projects statewide, the State Highway Fund Balance has decreased from $300 million in 2009 to a projected $83 million in 2014. NDOT relies on several funding sources, and we understand everyone's concern with rising gas prices. One fact to note is that the state and federal portion of the gas tax was last raised in 1992. Meanwhile, the annual vehicle miles traveled on Nevada roads jumped from 9 billion in 1990 to 22 billion in 2010; a 244% increase. Public safety concerns also persist, with 2012 traffic fatalities unfortunately higher than those in 2011.

Amid national transportation funding concerns, the future of these vital state roads must also be fueled by ingenuity. Ingenuity such as our West Mesquite Interchange Design-Build Project, built using accelerated bridge construction that swiftly constructed two bridges *without* closing Interstate 15. The 2012 completion of the I-15 South Design-Build Project near the Las Vegas Strip is another example of how we have brought innovative state-of-the-art industry practices to benefit Nevada.

The need to pave Nevada's transportation future on limited transportation funding is a challenge, but one myself and the people of NDOT are more than up to. Together with our elected leaders and the people of Nevada, we will continue moving the state forward with commitment, ingenuity and transparency.

Rudy Malfabon, P.E., Director

NDOT Mission Statement

Our Vision

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

Our Mission

Providing a better transportation system for Nevada through our unified and dedicated efforts.

Our Core Values

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

Our Goals

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.

Executive Summary

The following information provided in this Executive Summary is intended to give the reader a quick overview of the Nevada transportation system under NDOT's responsibility and care. Additionally, there is some information about local roadways and taxes for comparison purposes. All data is the best available as of the end of the State Fiscal Year 2012 ending June 30, 2012. Further, there is some information about highway funding, expenditures, assets, employees, and other statistics related to NDOT. Detailed information about these statistics can be found in the pages of this Facts & Figures Book. Lane miles are as the name implies; it represents the number of miles of roadway if you put every highway lane in Nevada end-to-end. Centerline miles are the miles of highway without regard to how many lanes they have. Special fuel includes diesel, propane (LPG), and compressed natural gas (CNG).

Statistics

1. Nevada Population	2,729,554 people (2012 Estimate)
2. Lane Miles NDOT & Local	13,368 NDOT/ 64,229 Local (2011 data)
3. Centerline Miles NDOT & Local	5,389 NDOT / 29,672 Local (2011 data)
4. Vehicle Miles Traveled	22.1 Billion miles (2010- best available)
5. Truck Miles Traveled	1.7 Billion miles (2010- best available)
6. Miles of Rural Highway	4,750 miles (2012 data)
7. Miles of Urban Highway	633 miles (2012 data)
8. NDOT Bridges	1,116 bridges (2012 data)
9. NDOT Vehicles	628 vehicles (2012 data)
10. NDOT Heavy Equipment	1,943 pieces heavy equip. (2012 data)
11. NDOT Staffed Maintenance Stations	42 maintenance stations (2012 data)
12. Total NDOT Employees	1,814 employees (2012 data)
13. NDOT-owned Office Space	285,228 Square Feet (2012 data)
14. NV Licensed Drivers	1,750,972 drivers (2012 data)
15. 15. NV Registered Passenger Vehicles	1,862,838 vehicles (2012 data)

Fuel Tax Rates

16. State Gasoline Tax Rate	17.650¢ per gallon
17. Petroleum Cleanup Fee	0.750¢ per gallon of gasoline sold
18. Inspection Fee for Imported Gas	0.055¢ per gallon of gasoline sold
19. County Mandatory Gas Tax	6.35¢ per gallon
20. 0¢ to 9¢ County Option Gas Tax	Varies by county
21. Federal Gasoline Tax Rate	18.4¢ per gallon
22. State Diesel Tax Rate	27.75¢ per gallon

23. Federal Diesel Tax Rate	24.4¢ per gallon
24. State Propane(LPG) Tax Rate	22¢ per gallon
25. Federal Propane(LPG) Tax Rate	13.6¢ per gallon
26. State Methane(CNG) Tax Rate	21¢ per gallon
27. Federal Methane(CNG) Tax Rate	4.3¢ per gallon

State Highway Fund Revenue and Expenditures (2012 data)

28. State Gasoline Tax Revenue	$185.2 Million
29. County Mandatory Gas Tax Revenue	$66.9 Million
30. 0¢ to 9¢ County Option Gas Tax Revenue	$92.0 Million
31. State Special Fuel Tax Revenue	$79.2 Million
32. County Inflation Index Gas Revenue	$19.7 Million
33. County Inflation Index Special Fuel Revenue	$4.8 Million
34. Federal Aid Revenue	$466.7 Million
35. Bonds and Other Revenue	$150.7 Million
36. Driver's License Fees	$19.0 Million
37. Vehicle Registration Fees	$99.8 Million
38. Motor Carrier Fees	$38.5 Million
39. Total State Highway Fund Revenue	$1.04 Billion
40. Total State Highway Fund Expenditures	$1.18 Billion

All data is the best available as of the end of the State Fiscal Year 2012 ending June 30, 2012.

Transportation Board of Directors

Chairman
Brian Sandoval
Governor

Brian Krolicki
Lieutenant Governor

Catherine Cortez Masto
Attorney General

Kim Wallin
Controller

Frank Martin
District 1

Len Savage
District 2

Tom Fransway
District 3

NDOT Administration

Rudy Malfabon, P.E.
Director

Bill Hoffman, P.E.
Deputy Director Chief Engineer

Tracy Larkin-Thomason, P.E., P.T.O.E., C.P.M.
Deputy Director Southern Nevada

John Terry, P.E.
Assistant Director Engineering

Rick Nelson, P.E., F. ASCE
Assistant Director Operations

Tom Greco, P.E.
Assistant Director Planning

Scott Sisco
Assistant Director Administration

Engineering Districts and Major Maintenance Stations

District 1

LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mary Martini, P.E.
District Engineer

Major Maintenance Station

TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

District 2

RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
Thor Dyson, P.E.
District Engineer

District 3

ELKO (775) 777-2700
Fax (775) 777-2705
1951 Idaho Street
Elko, Nevada 89801
Kevin Lee, P.E.
District Engineer

Major Maintenance Station

ELY (775) 289-1700
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Randy Hesterlee, P.E.
Asst. District Engineer

Major Maintenance Station

WINNEMUCCA (775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
Dave Lindeman, P.E.
Asst. District Engineer

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 55.

NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety with such tasks as testing for proper compaction of roadway base materials.

Awards and Recognition 2011 - 2012

Work being performed on the new bridges at the West Mesquite Interchange.

TRANSPORTATION PROJECT OF THE YEAR

Institute of Transportation Engineers – Nevada Chapter

NDOT's West Mesquite Interchange Design-Build Project utilized an innovative Accelerated Bridge Construction technique in which existing I-15 bridges were demolished, and new bridges slid into place overnight. Bridge construction time was reduced while still allowing traffic to flow smoothly.

TRANSPORTATION OWNER OF THE YEAR (Southwest)

Engineering News-Record/Southwest Contractor

ENR/Southwest Contractor magazine recognized NDOT's "design-build revolution" of design-build projects on I-15 in Las Vegas and Mesquite and I-80 in Reno.

In design-build projects, final project phases are often designed at the same time that earlier phases are being built; reducing both project length and cost, minimizing project risk and offering greater innovation.

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT AWARD

American Society of Civil Engineers

At nearly 900 feet above the Colorado River, the Hoover Dam Bypass Bridge increases mobility and protects security by bypassing through traffic around the dam. The federal bridge, constructed over an 800-foot gorge, is part of a five-mile bypass connecting Nevada and Arizona with four lanes of roadway and eight bridges.

The Mike O'Callaghan-Pat Tillman memorial bridge stretches majestically over the Colorado River

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Awards and Recognition 2011 - 2012

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BEST BRIDGES IN NATION

Federal Highway Administration National Bridge Inventory

Nevada's bridges were ranked as the nation's best by a 2011 review of FHWA data. Only 2.2% of Nevada bridges are structurally deficient, compared to a national average of 11.5%. Structurally deficient bridges are not necessarily about to fail. Rather, they become a priority for corrective measures and may be posted to restrict vehicle weight.

EMERITUS AWARD, LANE DEPARTURE SAFETY AWARD, STRATEGIC COMMUNICATIONS ALLIANCE AWARD

Nevada Strategic Highway Safety Plan Awards

Nevada transportation and safety groups have implemented a zero fatalities traffic safety goal to reduce traffic injuries and deaths. Three NDOT staff members have been named for their efforts in increasing driving safety and saving lives.

OUTSTANDING STATE DOT PROGRAM

Rubber Pavements Association

In 2011, NDOT repaved Interstate 15 through the heart of Las Vegas with an overlay made of approximately 20 percent ground, recycled tires.

The asphalt rubber improved road safety, smoothness and longevity, cut road noise by more than half and used the equivalent of 56,000 scrap tires. Better yet, the project completed ten days ahead of schedule.

Asphalt rubber improves Interstate 15 through the heart of Las Vegas.

BEST AHEAD-OF-SCHEDULE PROJECT (Medium project, Western states)

America's Transportation Award

Using extensive partnering and innovative time and money-saving construction, NDOT improved U.S. 395 through the heart of Reno and substantially completed five months ahead of schedule.

Construction on U.S. 395 through Reno completed five months ahead of schedule.

PRESIDENT'S AWARD, HONOR AWARD

American Society of Landscape Architects, California/Sierra Chapter

NDOT's Statewide Landscape and Aesthetics Corridor Plan defines fundamental ways of planning, designing, building and maintaining landscape and aesthetic improvements as part of NDOT road projects. The plan and associated road projects was recognized for enhancing the quality of life of Nevada's citizens and tourism through roadside aesthetics.

Top 25 Newsmakers of 2011 - *Engineering News-Record*

Truitt-Felbinger Award - *American Society for Public Administration*

Engineering News-Record awarded NDOT's construction innovations, including design-build, public-private partnerships and construction manager at risk partnering, as well as leadership in the I-15 Corridor Master Plan to enhance mobility on the multi-state corridor which is lifeline to a $75 billion tourism industry.

Former Director Susan Martinovich was also recognized with the Truitt-Felbinger Award. The award is presented to practitioners with exemplary contribution to transportation in public administration.

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DEPARTMENT OF DEFENSE EMPLOYER SUPPORT OF THE GUARD AND RESERVE

National Semi-finalist

NDOT was named one of 133 national semi-finalists out of 3,236 nominations received for the Department of Defense Freedom Award for going above and beyond to support employee's vital service to the National Guard and Reserve by providing solid employment benefits in times of military service.

BRONZE AWARD – Local TV/Cable Public Service Announcements

Telly Awards

With traffic safety a top priority, NDOT has joined with partnering agencies to oversee the state's Zero Fatalities traffic safety outreach campaign. One of the campaign's TV ads recreating the emotional impact of driving through a traffic crash scene received a bronze Telly Award.

A scene from the award winning TV ad supporting Nevada's Zero Fatalities traffic safety outreach campaign.

Enhancing Infrastructure

Opened in summer 2012, NDOT's I-580 freeway extension now connects Reno and the Carson City capital with a safer and more direct divided freeway that completes a vital interstate connection to the state capital first discussed in the 1950s. At the center of northern Nevada's largest highway project stands the new Galena Creek Bridge, the world's longest cathedral arch bridge.

Saving Lives; Helping Communities

In winter 2011/2012, devastating fires ripped through the greater Reno area, destroying homes, land and infrastructure. NDOT maintenance forces were there, dedicating nearly 2,000 man hours to helping safely direct traffic and make fire-damaged roads safe again for travel.

Every life matters. From centerline rumble strips to flashing yellow turn arrows at designated intersections, NDOT and our safety partners continue to implement life-saving strategies to reduce traffic deaths on Nevada roads. In 2012, NDOT led the state's Zero Fatalities goal, an aggressive program to save lives through unified traffic safety education, engineering, enforcement and more. The state's Zero Fatalities public outreach campaign has resulted in more than 80 million impressions and has reached nearly 85 percent of urban Nevadans. Approximately that same amount of Nevadans report that they now understand such driving behaviors as driving while distracted to be unsafe, thanks in part to the Zero Fatalities campaign.

zero Fatalities
Drive Safe Nevada

Nevada Transportation Information Goes Social

Social media has become a driving force behind government communications nationwide. In Nevada, NDOT has elevated social media into a powerful and convenient way for Nevadans to receive transportation information. NDOT's Twitter and Facebook social media accounts feed daily, even hourly, updates on everything from traffic incidents and road closures to project updates and traffic safety reminders, and have generated many positive comments from the accounts' thousands of followers:
"I am so glad you have a Facebook page!" "Thanks @nevadadot for being open, accessible."

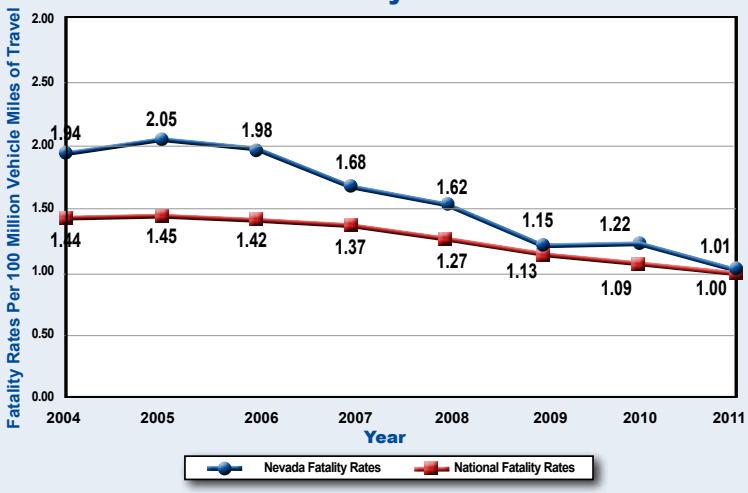
Transportation for All

NDOT works with local schools and other partners to support Walk to School Day events across the state. The events help involve students and parents in increasing physical activity among children and creating safer routes for walking and bicycling. One recent Walk to School Day saw 49 schools across the state register for walking events compared to 39 schools in the year before. In one Las Vegas elementary school alone, 55 percent of the student body walked or bicycled to school.

Education for All

NDOT inspires the engineering leaders of tomorrow! At nearly a half-dozen elementary school career days throughout Clark County, students enjoyed climbing in and touring various NDOT vehicles and learning about the education and skills needed to operate the equipment. Meanwhile, NDOT engineers spoke to students at the Northwest Career and Technical Academy about the state's first bridge slide project, educated students at Saville Middle School on bridge construction and participated in Tivoli Truckin' Tuesdays and Touch-a-Truck events to familiarize children with heavy equipment vehicles.

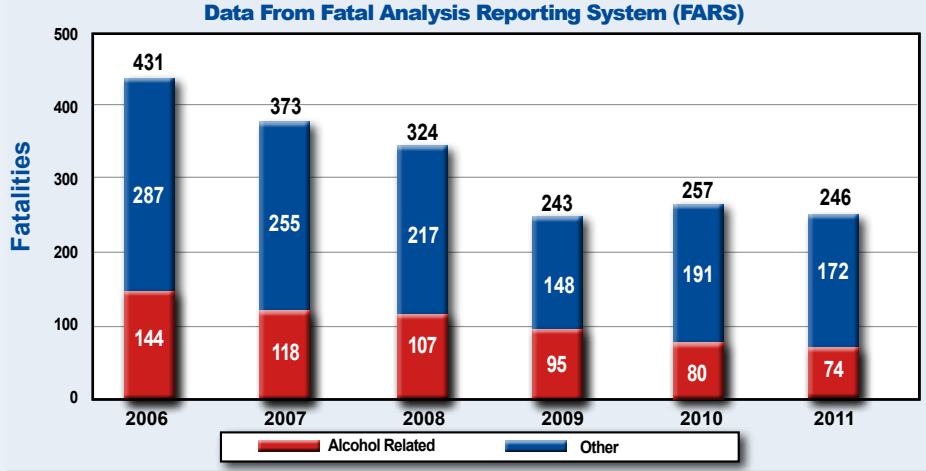
Fatality Rates



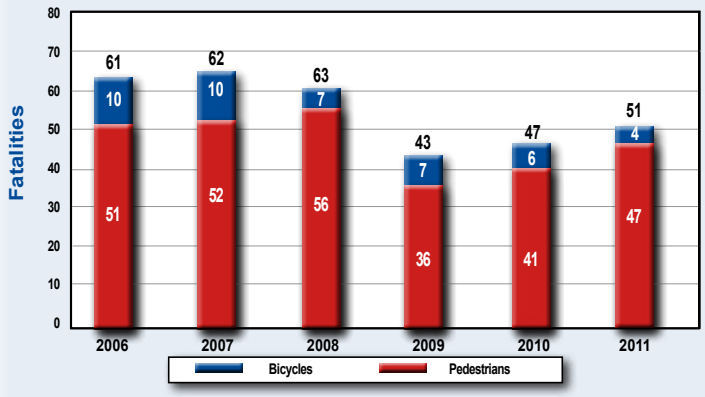
Fatalities By Cause

New Definition by National Traffic Safety Administration

Data From Fatal Analysis Reporting System (FARS)

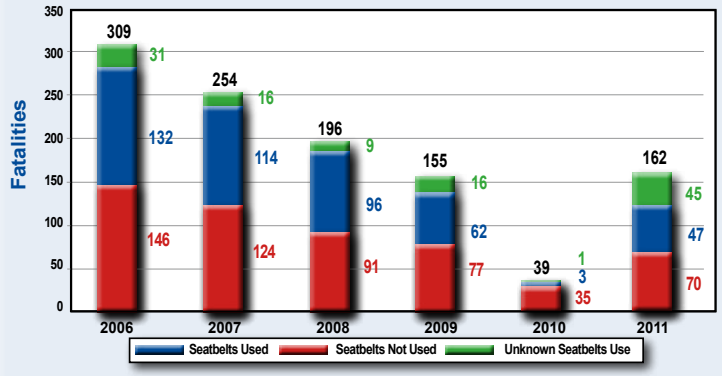


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



Regionally Significant Projects

Significant Projects Begun In The Past Three Years:

I 580/US 395 at Meadowood Mall Way Reno

2010

I 15 fm CA/NV Stateline to I 15/I 215 Intg (Southern Beltway); FAST Package C; $16.5 M

I 215 Southern Beltway at Airport Connector - Phase 2; Upgrade interchange; $160.5 M

US 95 at Summerlin Pkwy; Construct HOV flyover & bridge connecting Summerlin Pkwy & US 95; $40 M

US 95 fm 0.40 M S of Kyle Canyon Road to 1.20 M N of FR CL34 in Indian Springs; Coldmill, PBS w/Open grade, flatten slopes,extend drainage, reconstruct ramps, lighting, expend accel and decel lanes; $30 M

SR 160 Pahrump Valley Rd fm Durango Dr to Red Rock Canyon Rd; Widen to 2 to 4 lanes; $16 M

I 80 fm 0.92 MW of the McCarran Scenic Overlook to 1.41 ME of the Painted Rock Intg; Coldmill, PBS w/Open grade; $20.5 M

I 580/US 395 at Meadowood Mall Way; Add ramps, frontage roads and extend Meadowood Mall Way to Kietzke Lane; $31.8 M

I 580 fm Moana Lane to I 80; Add NB Auxiliary Lanes and Operational Improvements; $66 M

I 80 fm 1.87 ME of Oasis Intg to 3.07 MW of Pilot Peak Intg; Cold in Place Recycle, PBS w/Open Grade; $29 M

US 93 fm 1.82 MS of Halleck & Secret Pass Rd to Clover Valley Rd; Cold in Place Recycle, PBS w/Open grade; $15.6 M

US 95 fm 3.13 MN of China Wash to 0.79 MS of Dry Wash; Coldmill, PBS w/Open Grade; $18.4

US 95 at Summerlin Pkwy Las Vegas

Regionally Significant Projects

2011

US 95 N fm Washington Ave to Ann Rd (Package 1); Widen fm 6 to 8 lanes: Add aux. Lanes; $145 M

Mesquite Blvd at I 15; Reconstruct the interchange; $25 M

I 80 fm Robb Dr to Vista Blvd (Design Build); Pavement, auxiliary lanes, ITS, ramps; $85 M

Mesquite Blvd at I 15 Mesquite

2012

US 93/95 Boulder City Bypass (Phase 1 - Package 2); tortoise fence and plant salvage; $1.7 M

SR 650 McCarran Blvd fm Mira Loma Dr to South Virginia; Widen fm 4 to 6 lanes and 3R; $25 M

US 50 from Chaves Road to Roy's Rd.; Widen from 2 to 4 lanes with drainage; $21.2 M

Significant Projects Planned For The Next Three Years:

I 80 from Robb Dr to Vista Blvd Reno

2013

I 15 at Cactus Avenue in Las Vegas; 6 lane roadway w/ interchange at I 15; $65 M

I 15 at "F" Street; 2-lane underpass beneath I-15 between McWilliams Ave and City Parkway; $21.2 M

I 15 fm Spring Mtn Rd to W of Spaghetti Bowl at Rancho Blvd (NEON); ROW Acquisition; $60 M

US 395 freeway fm South Carson St to Fairview Dr; Construct a controlled access

US 93 Boulder City Bypass (Part 1, Pkg 2); Construct frontage rd to subgrade, retaining wall, drainage and utilities; $24 M

Continued on next page

Regionally Significant Projects

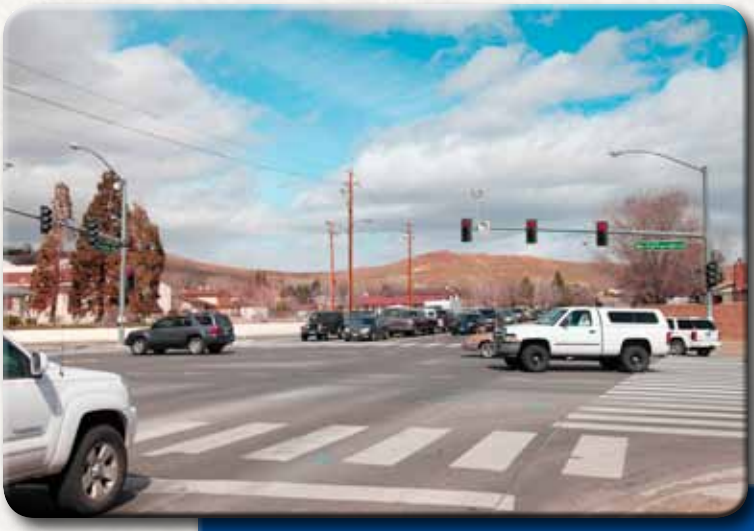
2014

SR 445 Pyramid Highway at North McCarran Blvd; improvements to intersection; $17.1 M

US 50 fm CC/Lyon County line to 1 ME of SR 341; Widen to accommodate median, new interchange and off-system roads; $22 M

I-15 North – Part 2 Package A; Craig Road to Speedway Interchange; $19 M

US 95 North – Phase 2A - $32 M



SR 445 Pyramid Highway at North McCarran Blvd Reno

2015

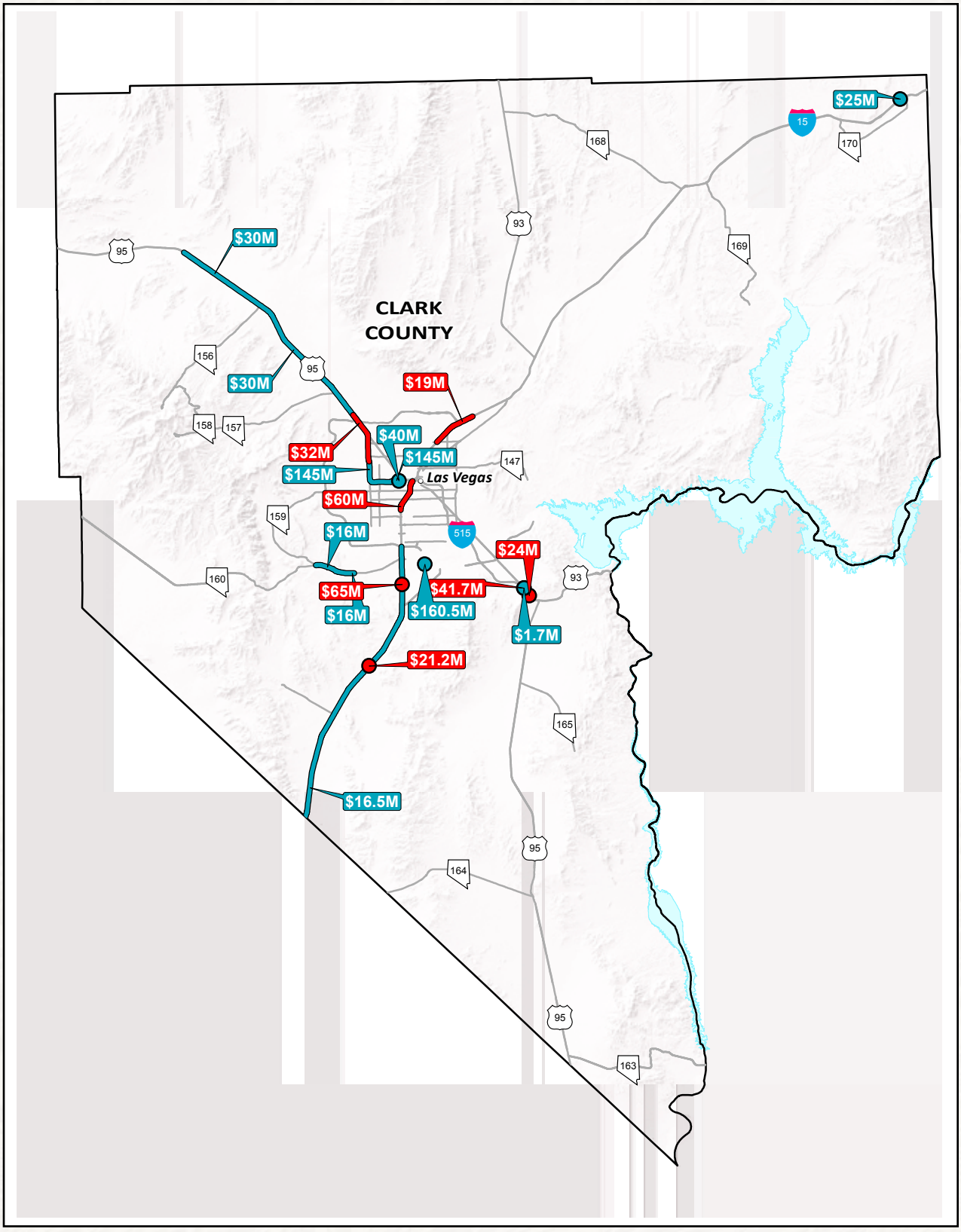
US 395 fm South Carson St to Fairview Dr; Construct a controlled access facility; Phase 2B-4 Package 2; $63 M

Boulder City Bypass – Phase 1 Package 3; $41.7 M

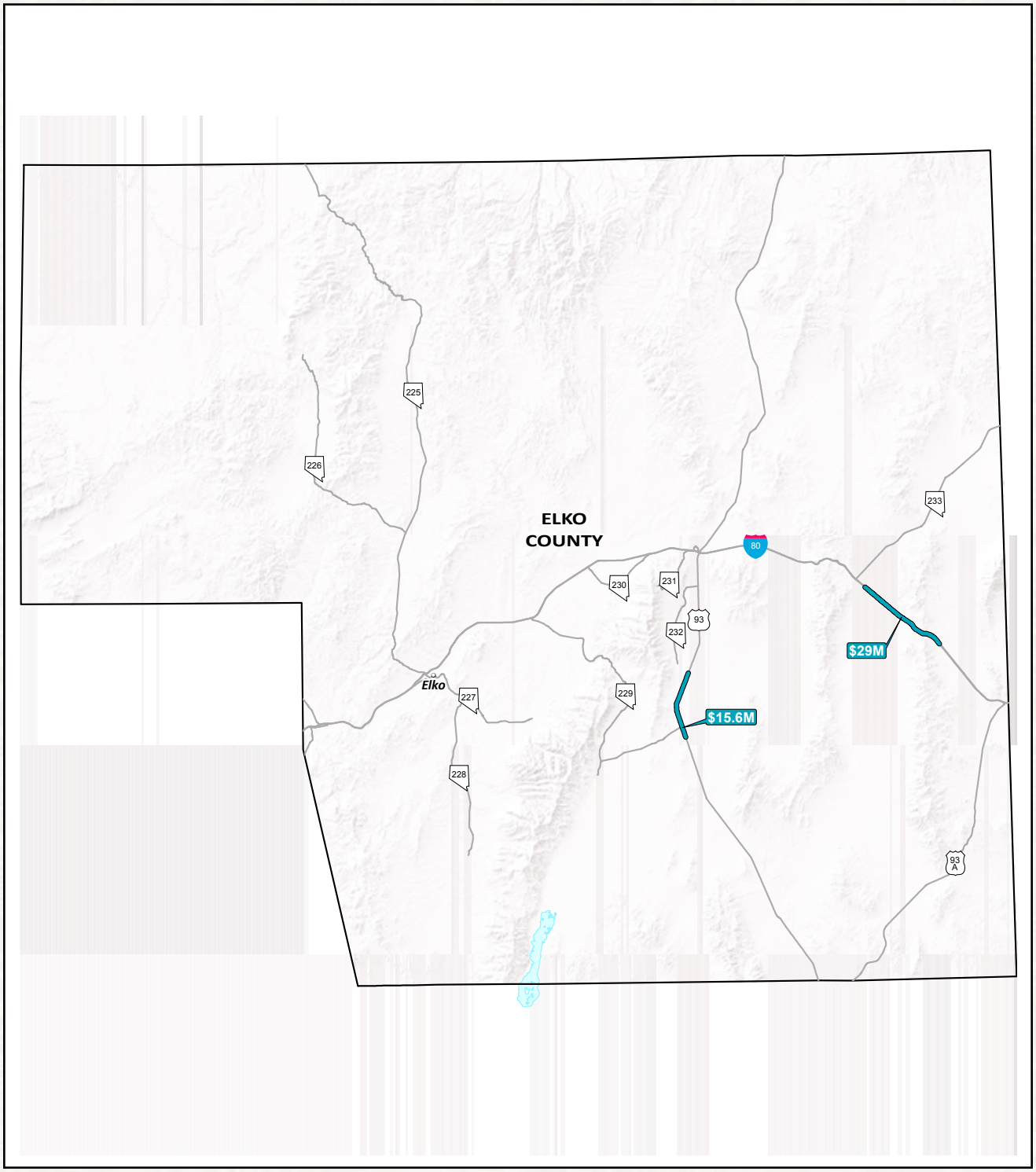
Note: These projects are shown on the maps on the following pages

US 395 fm South Carson St to Fairview Dr Carson City

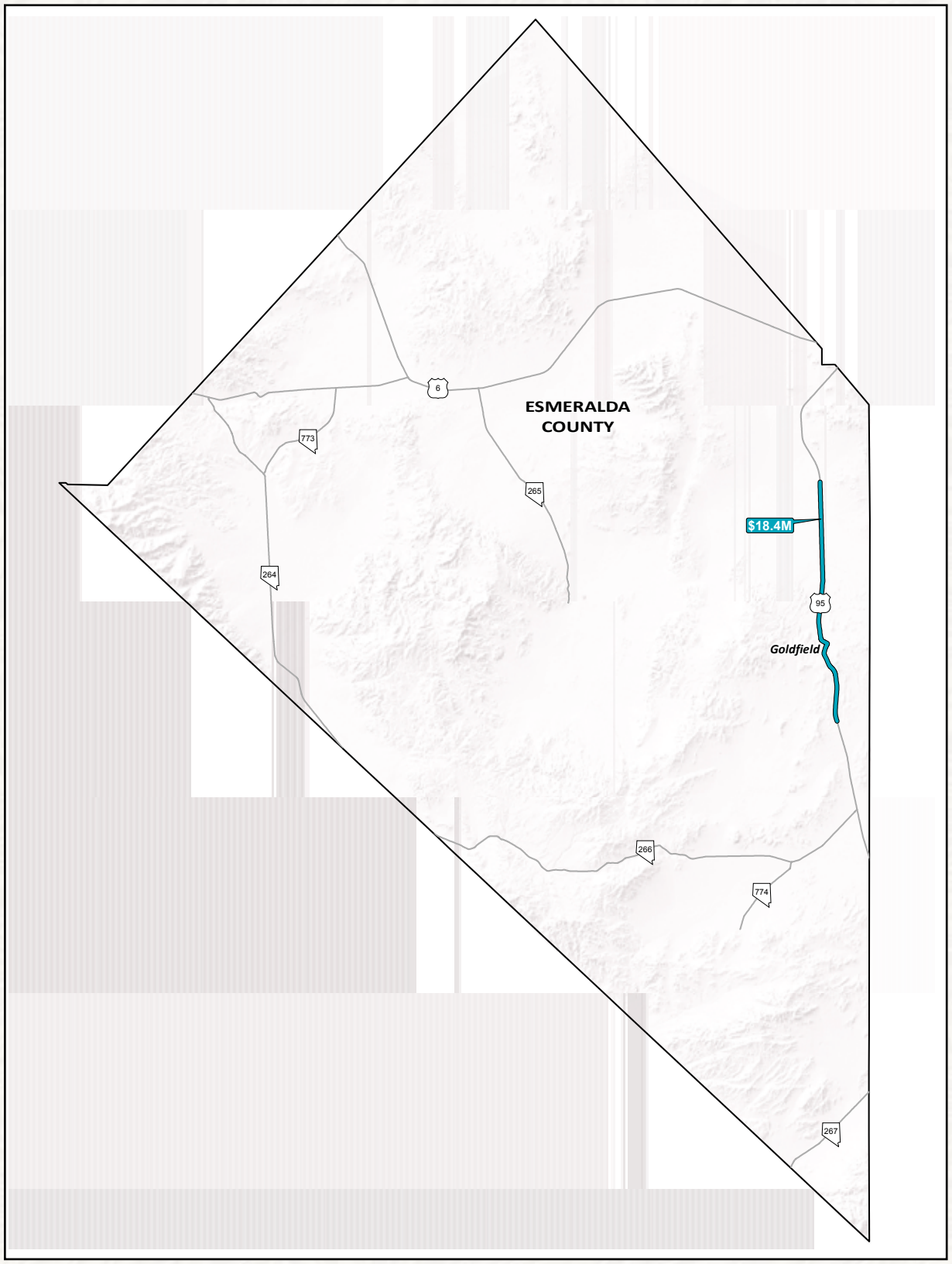
Regionally Significant Projects



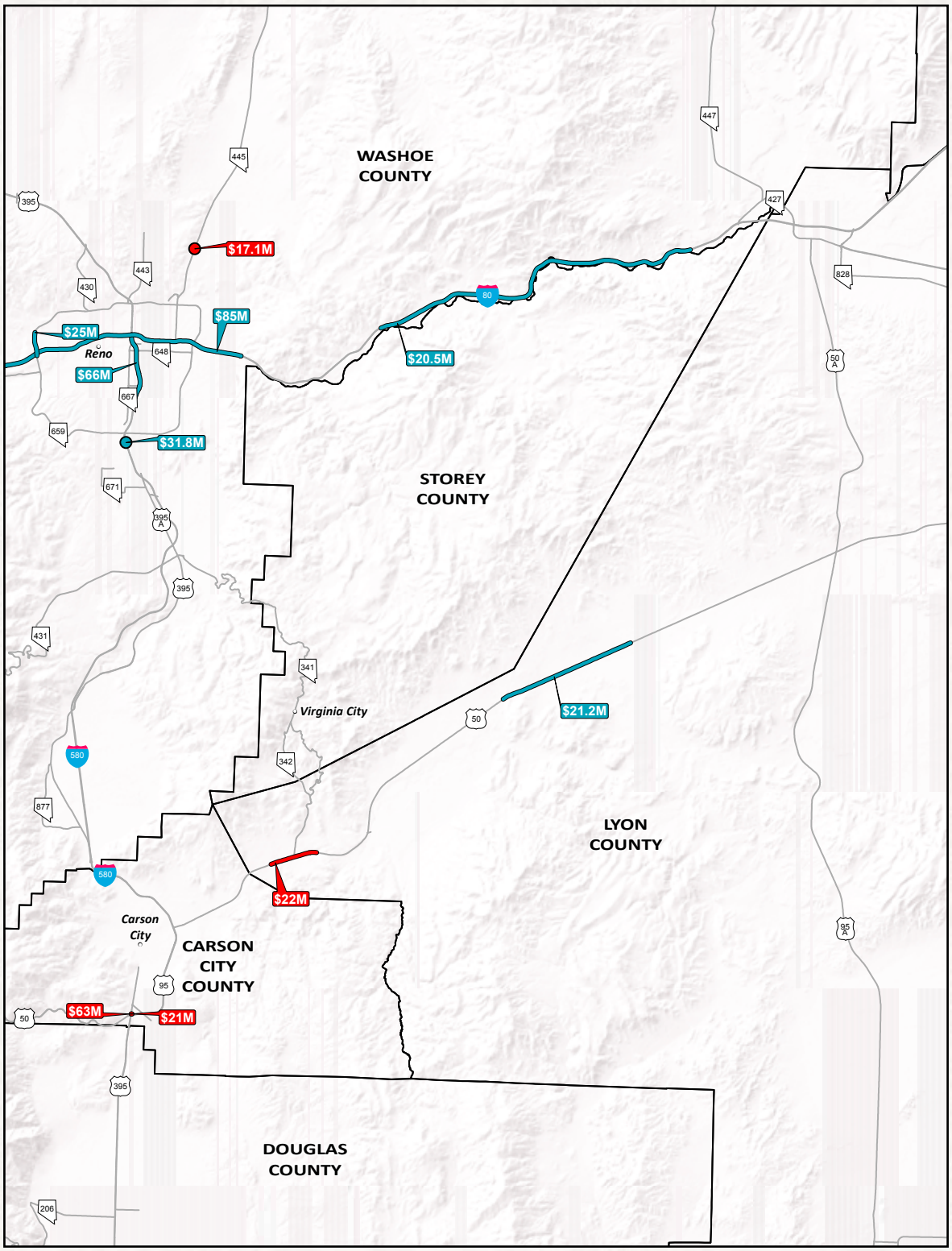
Regionally Significant Projects



Regionally Significant Projects



Regionally Significant Projects



Freeway Service Patrol

The Freeway Service Patrol (FSP) reduces clearance time of disabled vehicles from travel lanes and shoulders by providing cost-free motorist assistance and incident management support. The benefits achieved as a result of the program include enhanced motorist and responder safety; reduced travel delay and congestion; and reduction of secondary accidents. In spring 2013, the FSP program will be enhanced by providing increased route coverage and hours of operations, as well as the launch of the Incident Response Vehicle (IRV) pilot program. The IRV program will have vehicles equipped to better respond to incidents resulting in lane closures and other major incidents. The IRV program will provide enhanced response capabilities, temporary traffic control devices, and trained traffic control personnel. Below are FSP Statistics from FY 2012.

Freeway Service Patrol Statistics
Fiscal Year 2012

Type of Incident	Las Vegas	Reno	Statewide Total
1. Abandoned Vehicle	2,495	1,995	4,490
2. Debris in Roadway	3,723	1,217	4,940
3. Lost Motorist Re-directed	168	144	312
4. Pedestrian in Roadway	93	104	197
5. Stopped Motor Vehicle-OK	4,274	3,812	8,086
6. Disabled Motor Vehicle	9,422	3,671	13,093
7. Motor Vehicle Accident	1,229	615	1,844
8. Medical Emergencies	14	10	24
9. HazMat Incidents	6	0	6
10. Brush Fires	0	3	3
11. SMV- Scene Safety	18	1,348	1,366
12. Animal Rescue	15	19	34
13. Lock Out	36	7	43
14. Unsecure Load	229	78	307
15. Other Types of Incidents	33	0	33
Totals	**21,755**	**13,023**	**34,778**
Motorists Assisted (Helped)	16,233	8,754	24,987
Patrol Miles Traveled	292,104	275,068	567,172
Assists	11,538	6,444	17,982

Performance Management Plan and Performance Measures

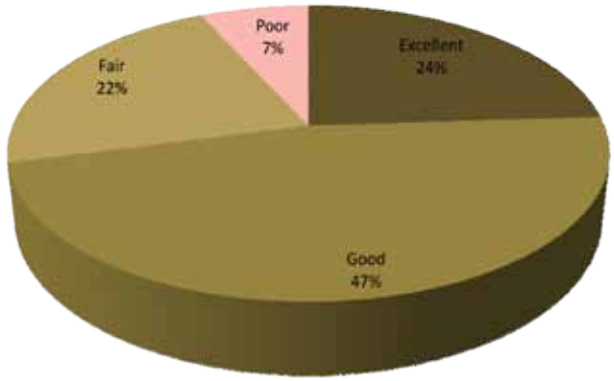
NDOT uses 15 performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to *http://www.nevadadot.com/documents*, and then click on "Annual Performance Management Report - fy 2012". Following are the performance measures organized by major divisions:

Reduce Work Place Accidents: Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees as documented through OSHA 300 Log Report. Yearly Target - 10% reduction in work place accidents, with the ultimate target of zero work place accidents

Provide Employee Training: Percentage of employees trained in accordance with prescribed training plans.

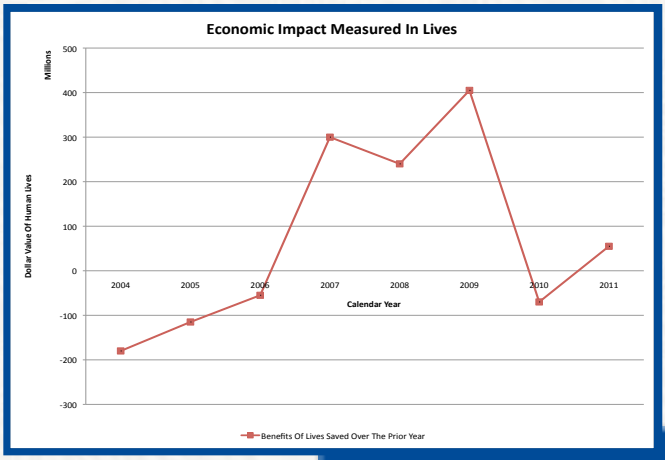
Improve Employee Satisfaction: Number rating of employees' satisfaction surveys. Ultimate target – 80%

NDOT Performance in Maintaining the Roadways



Streamline Agreement Execution Process: Percentage of Agreements executed within 45 days from when division submits agreement to date when fully executed. Yearly Target – 50% with ultimate target of 95%

Improve Customer Satisfaction: Number rating of public opinion and customer/user surveys. Annual Target – annual increases in public opinion and customer/user ratings.



Every life saved adds about $5 million to future economic earning power.

Reduce Congestion On State System: Reduce congestion, improve travel time, and reduce delay. Annual Target – Urban Roadways - maintain congestion at level of service D for 85% of state urban roadways. Rural Roadways - maintain congestion at level of service

Performance Management Plan and Performance Measures

Streamline Project Delivery – Construction (Bid Opening To Construction Completion): Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule

Maintain State Highway Pavement: Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index. Ultimate Target – 100%

Maintain Department Fleet: Percentage of fleet meeting replacement criteria and condition criteria. 95% rate of compliance for mileage/hourly requirements.

Maintain Department Facilities: Percentage of building facilities that comply with regulatory building and safety codes. Yearly Target – Increase compliance by 3% with ultimate target of 100%.

Emergency Management, Security, and Continuity Of Business Operations: The percent of the seven NDOT emergency management and Homeland Security plans that have been completed, including ongoing plan updates, testing and employee training/awareness. Ultimate target- 100%

Reduce Fatal Crashes: Number of fatalities on Nevada's streets and highways. Yearly Target – Reduce fatalities by 100 with ultimate target of zero fatal accidents.

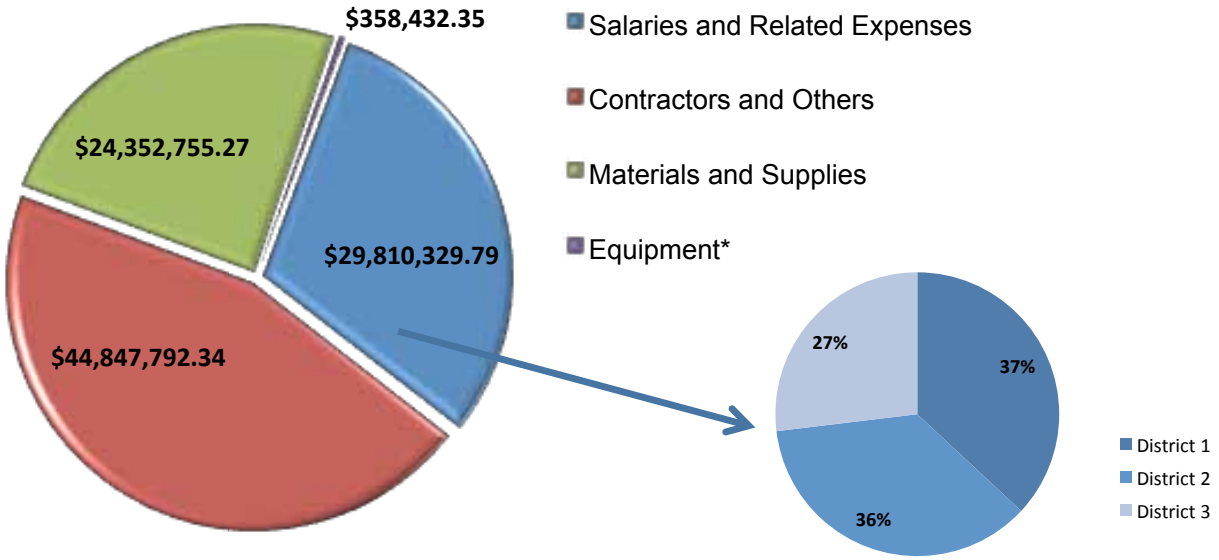
Streamline Project Delivery – Schedule And Estimate After NEPA Approval To Bidding: Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate target – 100%

Maintain State Bridges: Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete. Yearly Target – Reduce the number of deficient bridges by one per year with ultimate target of zero deficient bridges.

Streamline Permitting Process: Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%

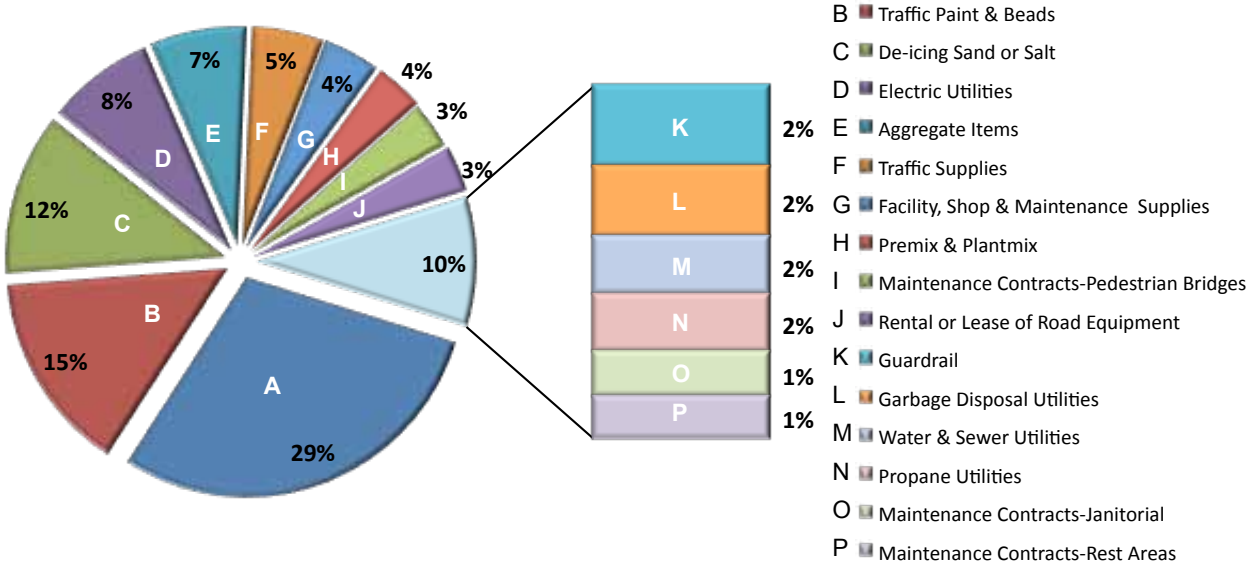
An NDOT employee makes adjustments as he stripes a roadway.

Maintenance Costs
Based on Fiscal Year 2012 Expenditures



Statewide Expenditure
* Non-Rental equipment: i.e. large tools, accessories, etc.

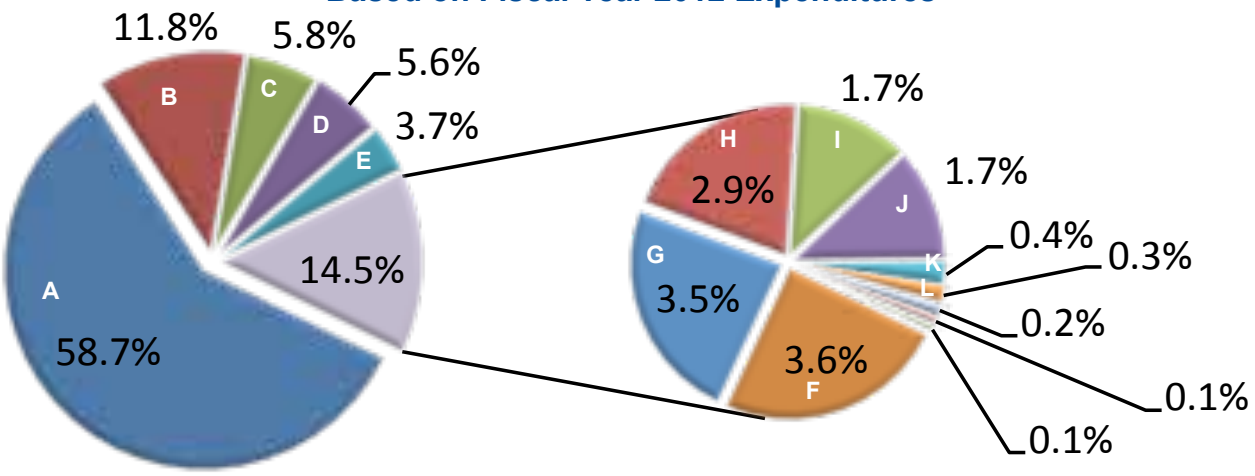
Salaries by District



Expenditures for Materials and Supplies

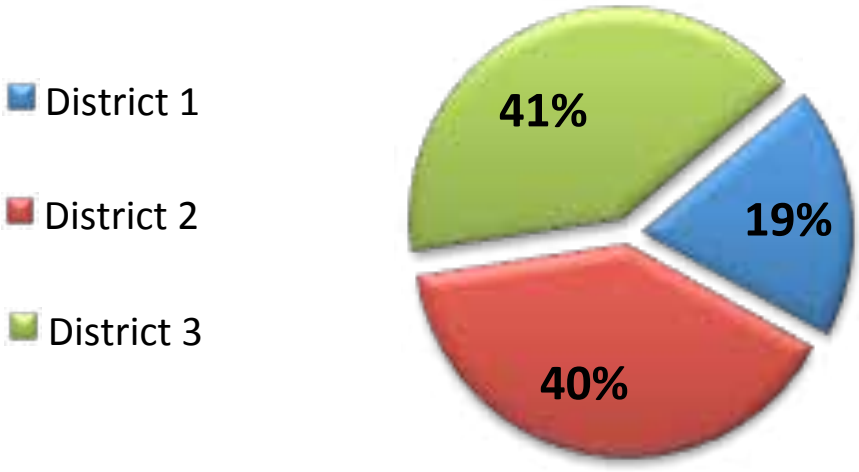
Maintenance Costs

Based on Fiscal Year 2012 Expenditures



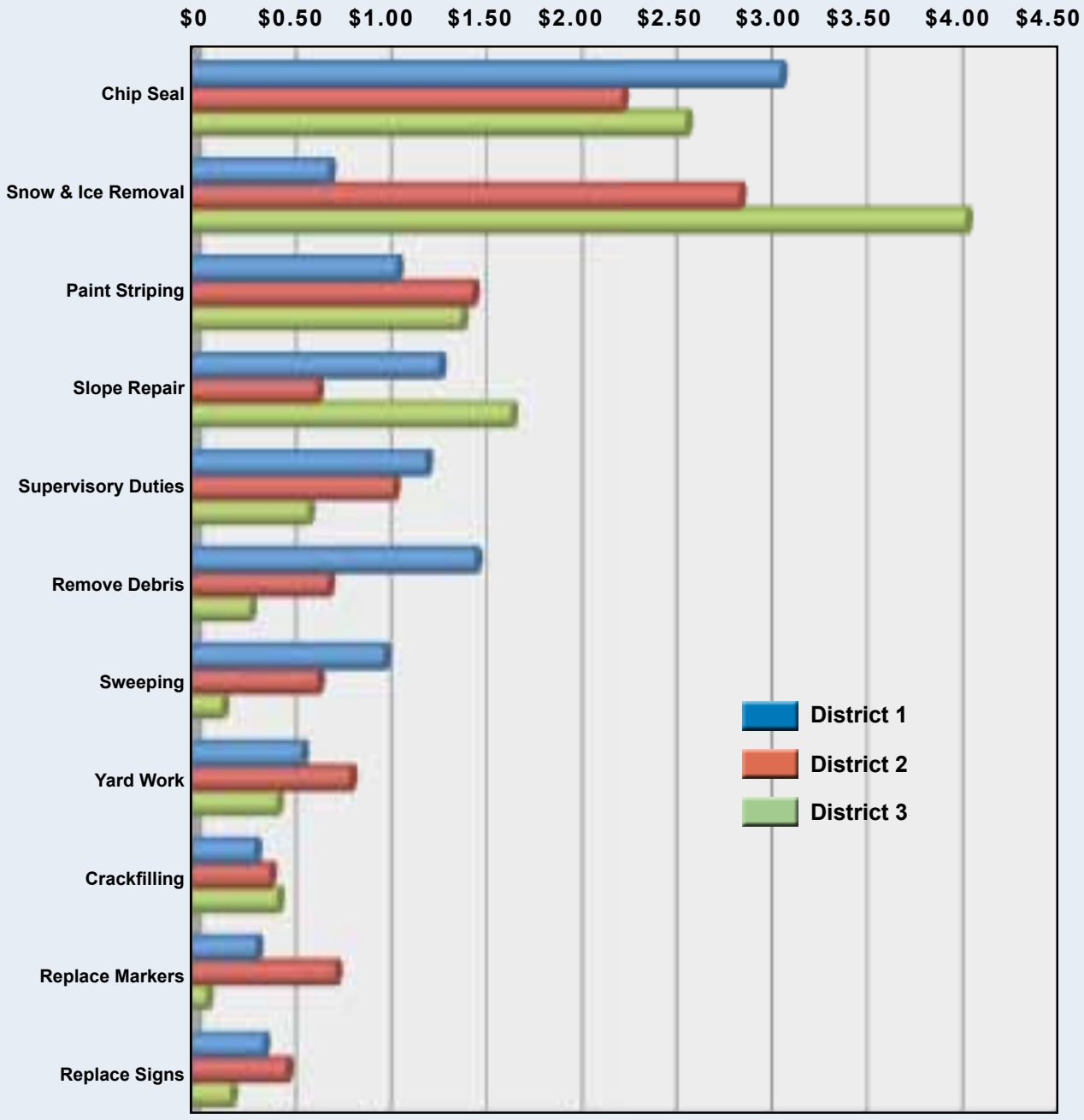
A Chip Seals / Micro Surface
B Bridge & Wall Maint. & Repair
C Weed Control
D Freeway Service Patrol
E Facilities
F ITS/RWIS System
G Paving / Pavement Repair
H Curb, Sidewalk, Intersection
I Gaurdrail Safety
J Drainage
K Other
L Weather Forecasting

Contractor Payments by Type of Work



Contract Payments by District
(includes contracts thru maintenance & asset management)

Maintenance Activities
Based on Fiscal Year 2012 Expenditures

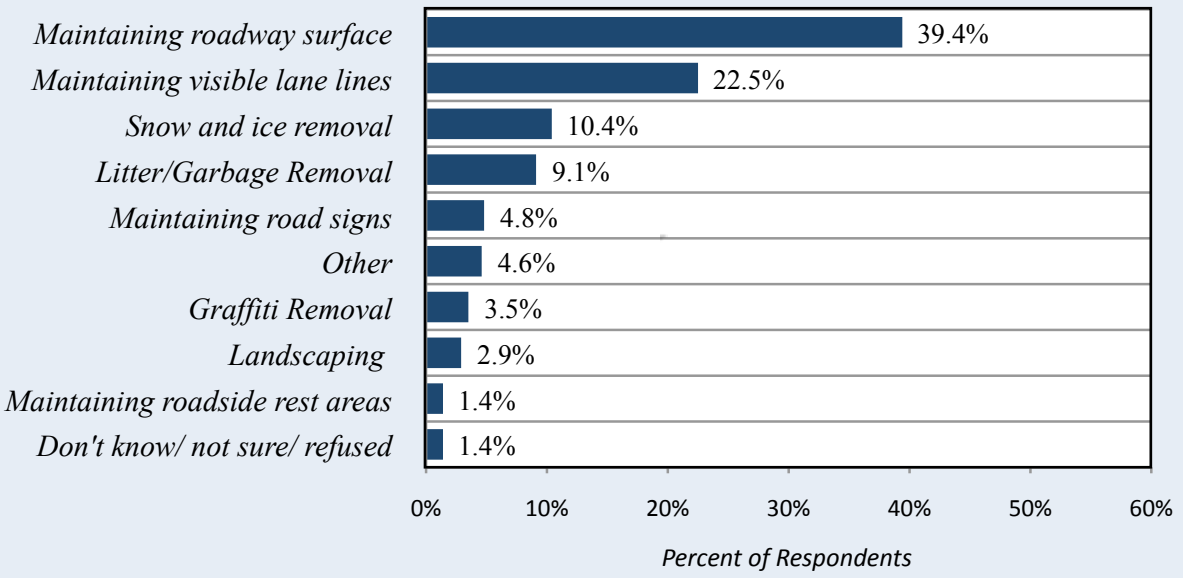


Top Expenditures Per District
(In Millions Of Dollars)

Maintenance Customer Satisfaction Survey

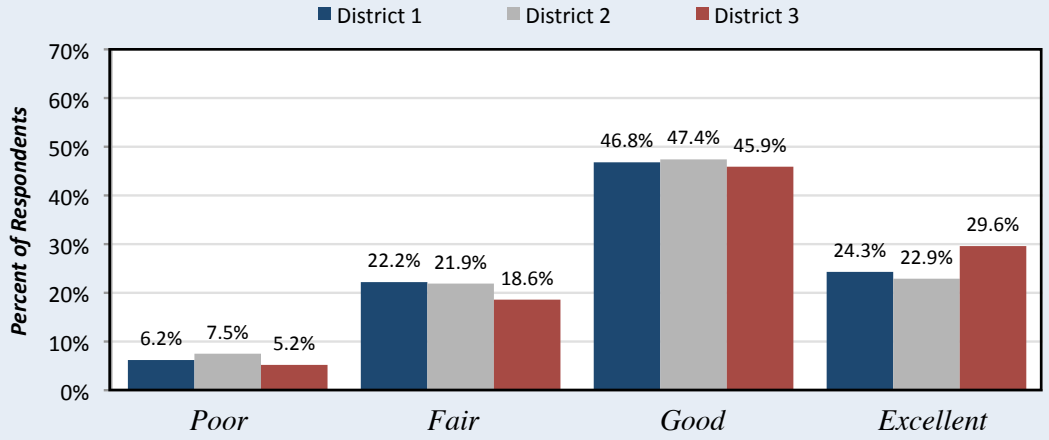
Based on University of Nevada, Reno 2012 Survey

Figure 22: **Highest Priority in Maintaining the State Highway**



How Well is NDOT Maintenance Doing?

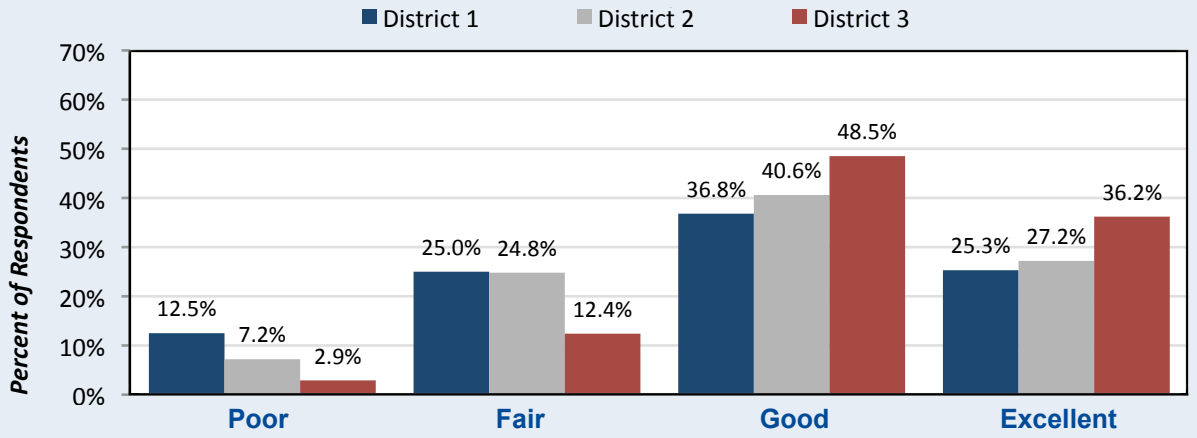
Figure 19: **NDOT's Performance in Maintaining the Roadway Surface by District**



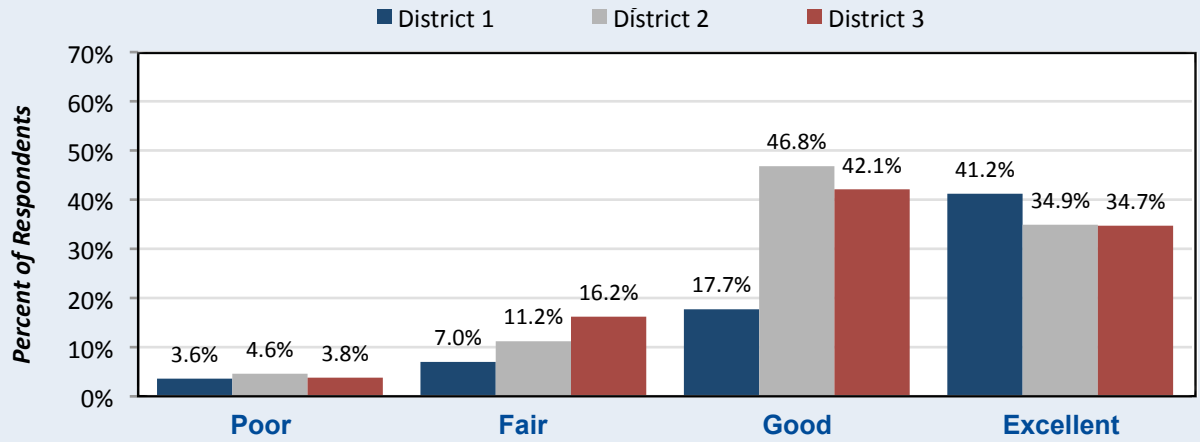
Maintenance Customer Satisfaction Survey

Based on University of Nevada, Reno 2012 Survey

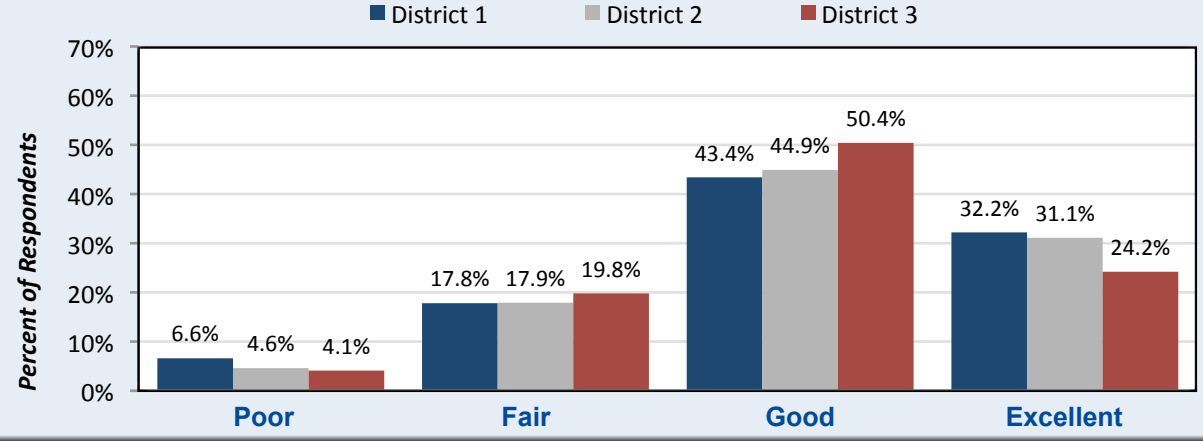
NDOT's Performance in Maintaining Visible Lines on the Pavement by District



NDOT's Performance in Snow Removal and Ice Control by District



NDOT's Performance in Removing Debris from Roadways by District



Innovative Roadway Financing and Public Private Partnerships

PARTNERING PROGRAM

Nevada transportation needs have become more complex while funding becomes increasingly limited.

To continually produce top quality projects at a cost savings, NDOT and the Associated General Contractors continue the Partnering Program to further formalize ways to reduce construction delays and build the best project. To accomplish this, all NDOT projects over $10 million now utilize mandatory partnering procedures to help quickly resolve issues before they impact project cost or completion.

PIONEER PROGRAM

www.pioneerprogram.com

Nevada's population has expanded in past years. Meanwhile, the purchasing power of transportation funding has declined, creating a gap between available funding and the road projects needed to keep Nevada moving.

The State Transportation Board authorized NDOT to explore innovative financing and construction methods to help solve Nevada's growing transportation and congestion problems. In response, NDOT developed the Pioneer Program, a solution-oriented innovative project delivery and finance initiative designed to ensure prompt delivery of needed projects, decrease traffic congestion and provide a more efficient transportation system. These partnerships usually include the greater assumption of risk by the private partner, rather than taxpayers, along with specified responsibilities, performance and quality assurances to the taxpayer. While each entity shares in the risks and rewards, the involved government partner maintains control and ownership of the project and sets the standards under which the private partner must build, maintain and possibly operate the facility.

WEST COAST COALITION - ALTERNATIVE FUNDING STUDY

Lead Agency: Nevada Department of Transportation
Study Partners: University of Nevada Las Vegas and University of Nevada Reno, Oregon DOT, Washington State DOT, and potentially Utah, Caltrans, Colorado, and Ohio.
Overall Objective: The purpose of this study is to test the feasibility and practicality of an alternative, equitable and future-oriented transportation funding mechanism that will potentially replace the current fuel tax funding mechanism.

The study will include testing of a simple odometer-based, monthly or quarterly payment or registration-based funding system to eliminate privacy concerns and will give users the choice to select from a variety of payment mechanisms the method that best meets the user's individual needs and preferences.

The study is not advocating for a particular payment mechanism and is not intended to discuss raising taxes or generating additional revenue. The sole purpose is to find a sustainable, future-oriented payment and collection method to potentially replace the fuel tax as the fuel tax method is becoming less effective due to technological changes and its lack of flexibility with the changing technology.

Operational Improvements

I-15 COALITION

It supports 75% of southern Nevada goods movements, and transports $172 billion in commercial and tourism revenue yearly through Nevada, California, Utah and Arizona. That is just one reason NDOT is leading a multi-state master plan to define a long-range multimodal transportation vision, governance, funding and project prioritization for all transportation on I-15 between southern California and northern Utah. The plan will help reduce traffic congestion, and enhance the movement of people, freight and other commodities along the ever-growing corridor over the next five decades.

ELECTRONIC BIDDING

It costs NDOT, and Nevada taxpayers, both time and money when a construction contract must be re-bid or awarded to the second lowest bidder because of incorrect contractor bid calculations or documentation. NDOT has unveiled an electronic bidding system to streamline the process of bidding to work on NDOT construction projects.

Electronic bidding now helps tabulate final bid numbers and ensure required bid information is accurately included for the average 60 project contracts that the Department awards each year. Electronic bidding is eventually expected to reduce manual processes, such as the time and paperwork required to manually review all bids, by 70 percent, allowing NDOT to relocate staff to other important tasks.

TRAFFIC CAMERAS

In 2011 and 2012, NDOT gave motorists a window on the road ahead with new northern Nevada traffic cameras available on-line. Traffic cameras stationed throughout Las Vegas and along Interstate 80 and U.S. 395 from the heart of Reno to Elko provide nearly up-to-the-second views of travel conditions.

It's an important way for drivers to make decisions based on road conditions. Is there an incident blocking the freeway, or perhaps extreme weather conditions? Knowing that helps motorists detour the area, making for an improved commute and safer roadways. The cameras also feed real-time updates to NDOT traffic operations centers for improved dispatch and reporting. Traffic cameras will also be increased to 400 strong in the Las Vegas area.

TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION

NDOT's Traffic Incident Management Coalition aims to reduce congestion and keep Nevada moving. The program began in southern Nevada, bringing emergency response and transportation agencies together to enhance emergency response to the over 15,000 traffic crashes that occur each year in the Las Vegas valley. Since inception of the Traffic Incident Management Coalition in southern Nevada, freeway system delays have been reduced by as much as 40 percent.

Continued on next page

Continued from previous page

Operational Improvements

In 2012, NDOT integrated the program in Reno and throughout rural Nevada, bringing agencies together to further advance transportation management and emergency response throughout the state.

ACCELERATED DELIVERY PROGRAM

NDOT's accelerated project delivery program has successfully improved roads across the state while pumping vital construction dollars into Nevada's economy.

Through the program, NDOT hires contractors to quickly construct and oversee vital road preservation and safety projects. The result: needed road projects are accelerated while a bevy of road contractors across the state are put to work to enhance Nevada's economy.

A total of 30 projects have been scoped for the program at the time of this printing, with many already constructed. With an average of only three months from identification of a project to awarding of the contract, many projects have finished early or on schedule and on or under budget.

EMERGENCY MANAGEMENT/HOMELAND SECURITY

Devastating snow storms, massive earthquakes, torrential rains, flooding and wind storms. These have already happened in Nevada, and what has happened once can and probably will happen again. NDOT also prepares for Homeland Security events. All of these could endanger the citizens and visitors of Nevada, put motorists at risk, and threaten the transportation infrastructure that is the source of such pride to NDOT. To prepare for such potential disasters, NDOT continually prepares for the non-routine emergencies that imperil our state.

Here are some of the recent simulated emergency training exercises which have taught NDOT staff to quickly and effectively come together to protect Nevadans and the vital transportation infrastructure on which the state relies:

EMERGENCY TRAINING EXERCISES

Operation Foresight - Table Top Exercise (TTX) (January 2012) - A Homeland Security based exercise evaluating the process on activation procedures for NDOT's Emergency Operation Center.
Operation Watchful Eye – Table Top Exercise (TTX) (January 2012) – A Homeland Security based exercise testing NDOT's "Homeland Security Plan" . Evaluating communications and infrastructure protection during a simulated terrorist threat.
Operation FMD – Table Top Exercise (TTX) (March 2012) – A Agricultural based exercise put on by the State of Nevada Agricultural Department, dealing with Foot and Mouth disease. NDOT's participation dealt with simulated traffic control and road closures.
Operation Hot Seat – A series of 11 Table Top Exercises (TTX) (April to July 2012) – Evaluating NDOT's Emergency Operation Center (EOC) staff (Branches and Units) with single shift operations during EOC activation, based on the NDOT's Emergency Operations Plan (EOP). These exercises were offered as training to the EOC staff in preparation for a large "Functional" exercise coming up in February of 2013.

ZERO FATALITIES

www.zerofatalitiesnv.com

In general, Nevada traffic fatalities have declined since 2006. But, the Nevada Department of Transportation knows that one traffic death is too many. That's why we support Nevada's Zero Fatalities goal in close partnership with transportation and safety partners across the state.

To help reach Zero Fatalities, the Nevada Strategic Highway Safety Plan was updated in 2012 with additional life-saving strategies. The plan, first developed in 2006, uses the four "E's", engineering, enforcement, education and emergency response strategies to save lives and help Nevada reach the all-important goal of Zero Fatalities.

ENHANCED MILE MARKERS

Imagine accidentally veering off the roadway and crashing into the rural Nevada desert. In a recent five-year period, almost 800 people died in Nevada traffic crashes when a vehicle unintentionally left the roadway, often in rural areas.

NDOT is installing larger milepost markers on certain roads to help drivers more easily identify their location when needing to call for help, and quickly guide emergency services to locations when responding to car crashes or incidents. They're also a vital reference for road engineers, maintainers and others working on the roadway.

More than twice as large as existing mile markers, the improved signs will be installed as future road projects are built throughout Nevada.

WIND ROAD ADVISORIES

In areas such as the new Hoover Dam bypass bridge and I-580/U.S. 395 between Reno and Carson City, wind can whip across the roadway.

To help protect the safety of high-profile vehicles such as commercial trucks, RVs and buses, NDOT has had a long-standing wind advisory system through Washoe Valley and has installed similar systems on the Hoover Dam bypass bridge and I-580 freeway extension. Wind warnings and prohibitions are automatically posted on overhead freeway digital message signs and other road information services, allowing large vehicles to proceed with caution or safely detour the area based on wind speed.

WebCARE

In our work to save lives, NDOT has developed the WebCARE web portal to put important crash data at the fingertips of safety officials across the state.

The portal pools data from several sources and displays it via user-friendly maps, tables, charts and search queries, helping multi-agency transportation officials pinpoint and put enhancements at any “hot spot” where safety issues may be occurring. It’s one of the tools that make up the road map of how we will reach our ultimate goal of zero traffic fatalities.

SAFETY MANAGEMENT PLAN

It’s all about safety! NDOT’s new safety management plan partners with the public and stakeholders to develop safety enhancements on state roads. First, select state roads are closely evaluated. How do vehicles, bicyclists, pedestrians and public transit interact? What about roadway lighting and other features such as turn lanes, medians and more? Public input is solicited, and short and long-term safety enhancements are developed to ensure road safety is kept on track.

SAFETY CROSSINGS

www.nevadadot.com/safetycrossing

In a recent five-year span, there were over 2,000 reported vehicle-animal collisions in Nevada.

Safety crossings are animal passages above or beneath roadways that are designed to increase road safety and reduce these collisions by allowing wildlife to safely cross. To help prevent driving safety hazards and preserve wildlife populations and habitat, NDOT, the Nevada Department of Wildlife and other partners continue to install safety crossings on roads with high vehicle-animal collision rates or safety concerns.

Landscape and Aesthetics

Beautiful, site-appropriate highways contribute to Nevada's economic vitality and enhance the quality of life of its residents.

The addition of landscape and aesthetic features to our roadway projects adds to the state's economic development efforts by employing professionals from landscape architects to artists. Projects also create opportunities in many currently struggling fields such as construction by employing operators, welders, metal and concrete workers, masons, painters and landscapers.

Native American graphics formed in rock mulch at the Mill Street/I 580 interchange in Reno

In addition to job creation, the program helps prevent graffiti, reduces erosion, improves air quality, restores native vegetation, and protects our wildlife. In 2012, there were more than 40 projects undergoing aesthetic improvement along Nevada's roadways.

Pack horses at the Fairview/ U.S. 395 interchange in Carson City.

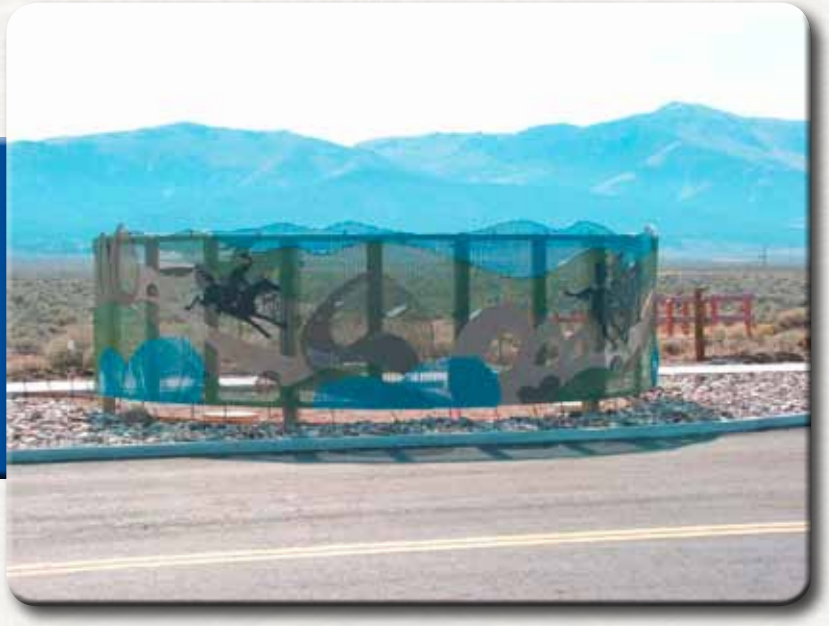
Landscape and Aesthetics

Funding for landscape and aesthetics is included in projects where capacity is being added or for new construction. Up to 3 percent of the construction cost can be directed toward landscape and aesthetics.

Naturalistic treatments along rural highways and art installations at highly visible urban areas are both included under Landscape and Aesthetics.

Desert Big Horn sheep sculpture along Interstate 15 South in Las Vegas.

Most importantly, the program supports the NDOT's vision for the highway system as outlined in its Master Plan for Landscape and Aesthetics, "A Pattern and Palette of Place." For more details about the Landscape and Aesthetics Program, visit www.nevadadot.com.

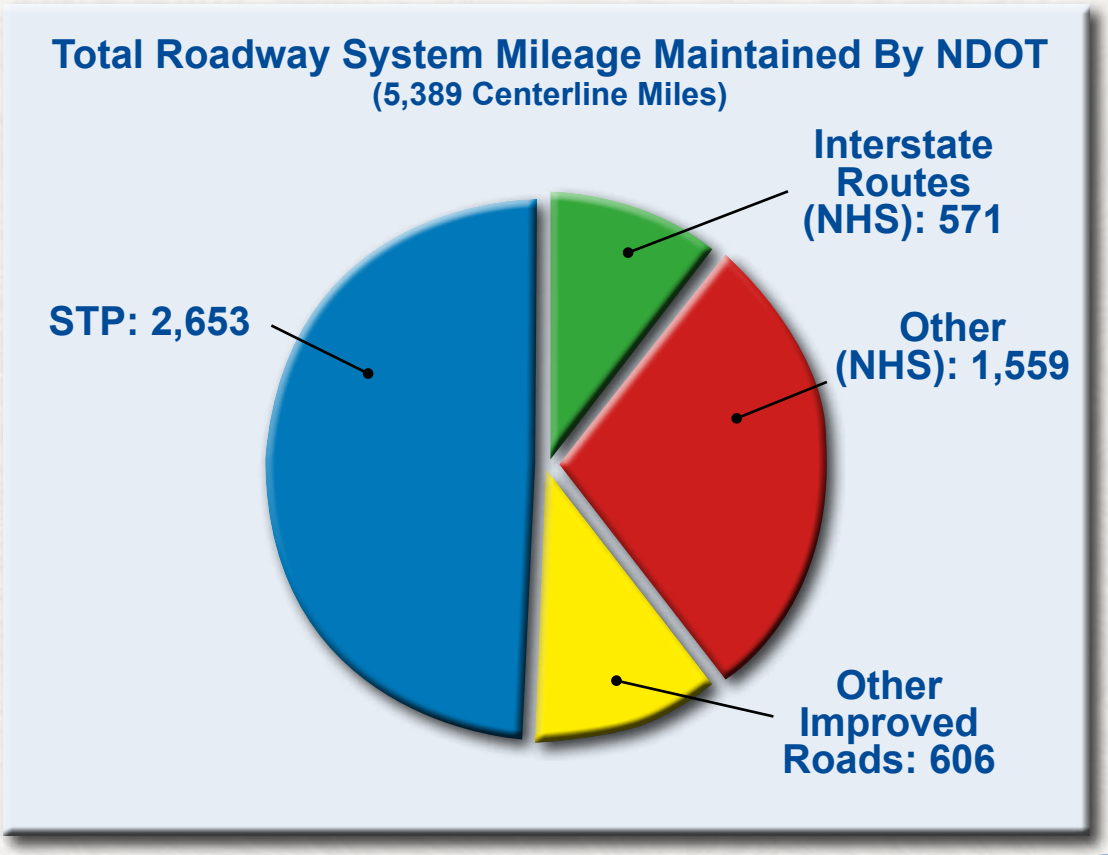


Schellbourne rest area under construction in White Pine County.

Roadway System Mileage (Centerline Miles)

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,130	27	2,157
STP	2,653	1,643	4,296
Non-Federal Aid			
Other Improved	606	20,161	20,767
Unimproved	0	7,841	7,841
Total	**5,389**	**29,672**	**35,061**



FEDERAL AID

IMPROVED ROADS

NATIONAL HIGHWAY SYSTEM (NHS)

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

NON-FEDERAL AID

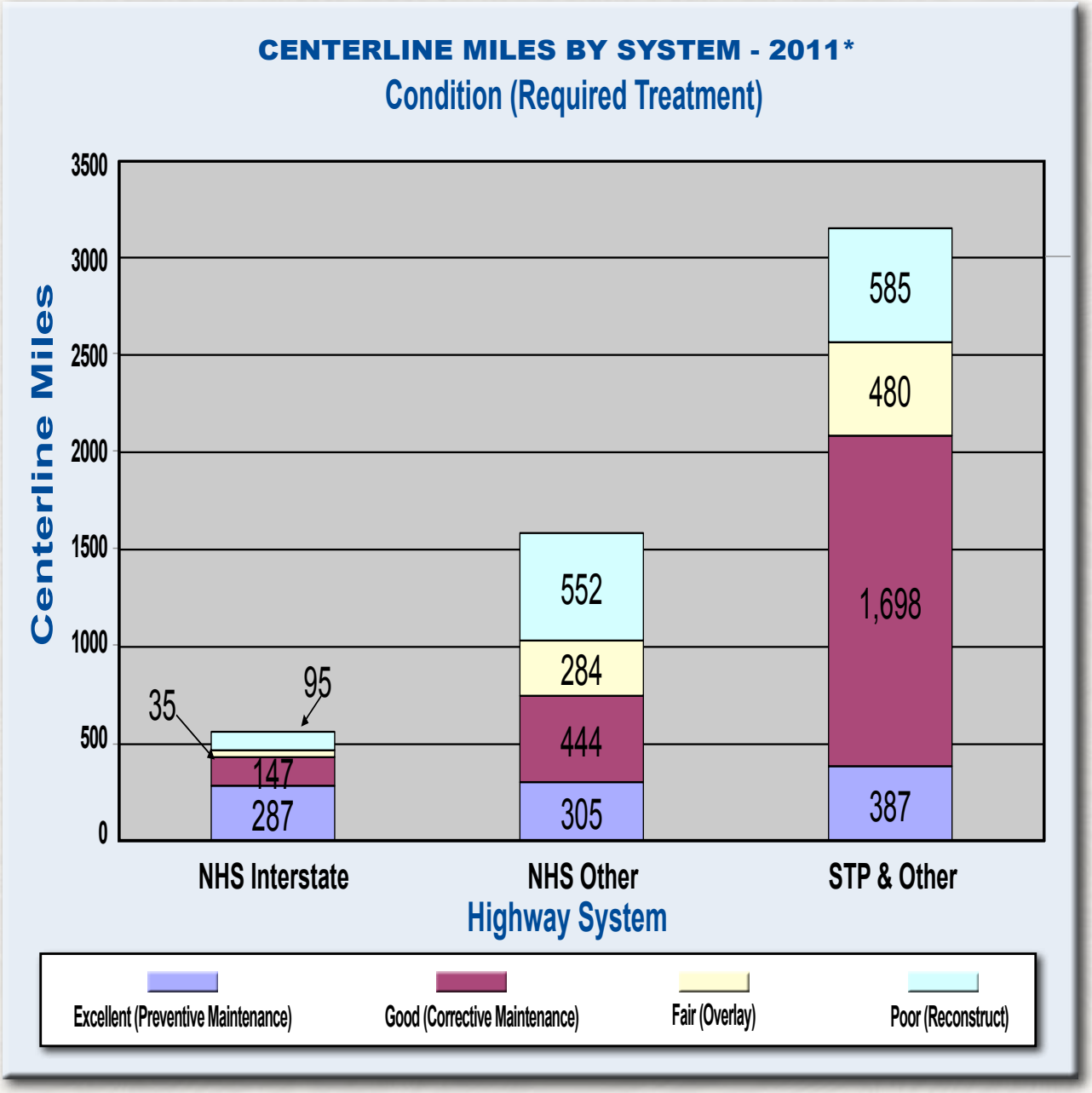
OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

NDOT Maintained Pavement Condition

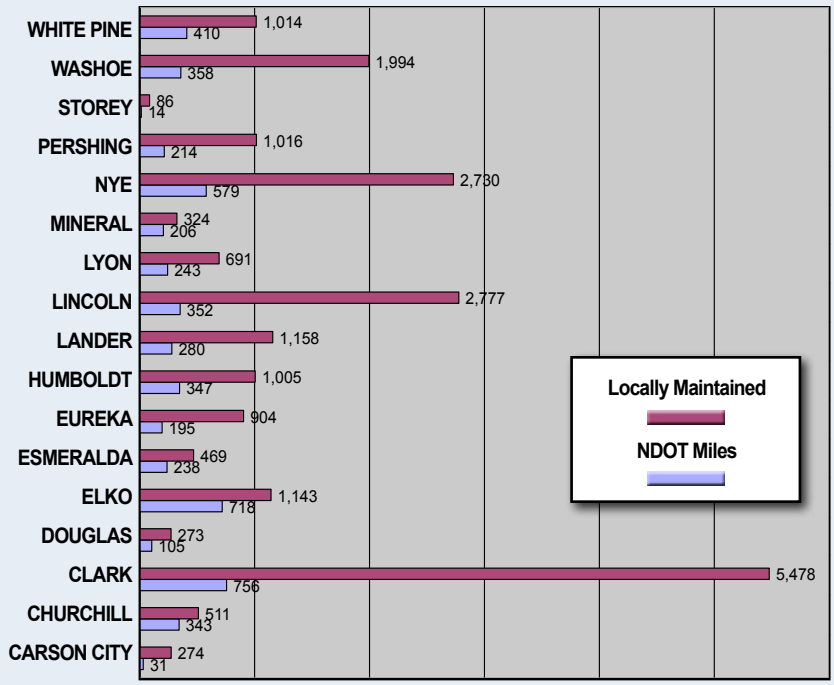


Note: System miles above may not match those on page 30 because not all roads have had their condition rated.

*Data is collected every two years.

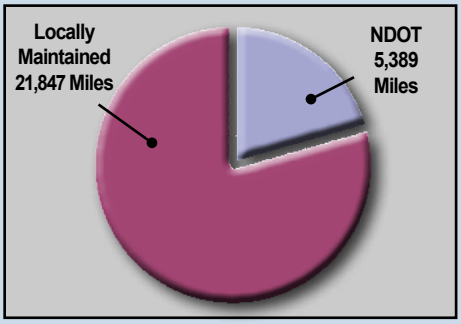
Vehicle Miles of Travel

2010 Miles of Improved Road By County

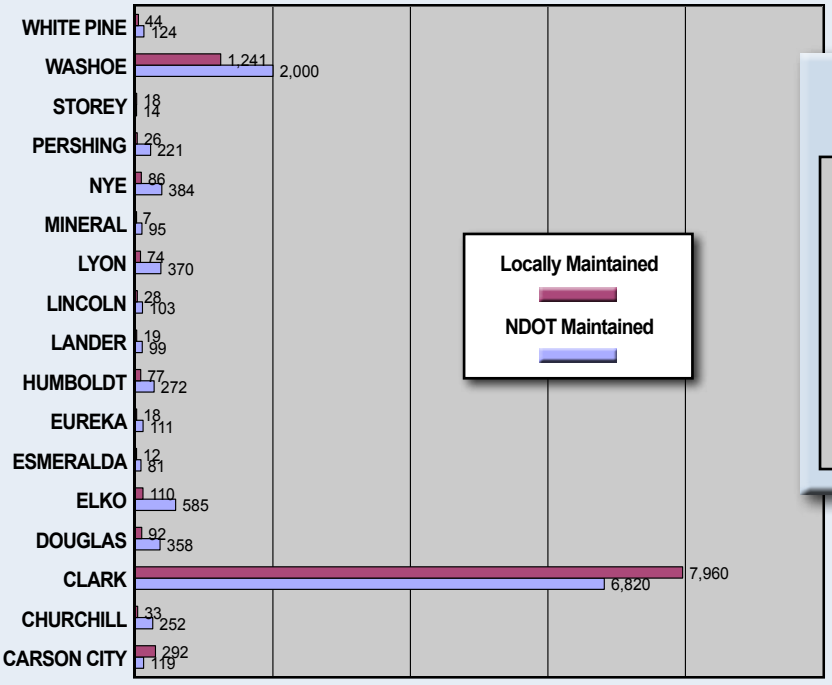


Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 54 percent of the total vehicle miles of travel. The remaining 46 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads has grown from 14 billion in 1995 to 22.1 billion in 2010.

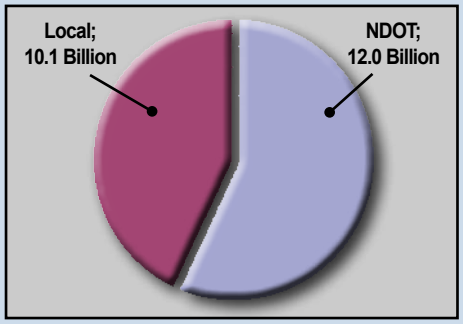
27,236 Total Miles of Improved Roads



2010 Vehicle Miles of Travel By County
(million miles traveled)

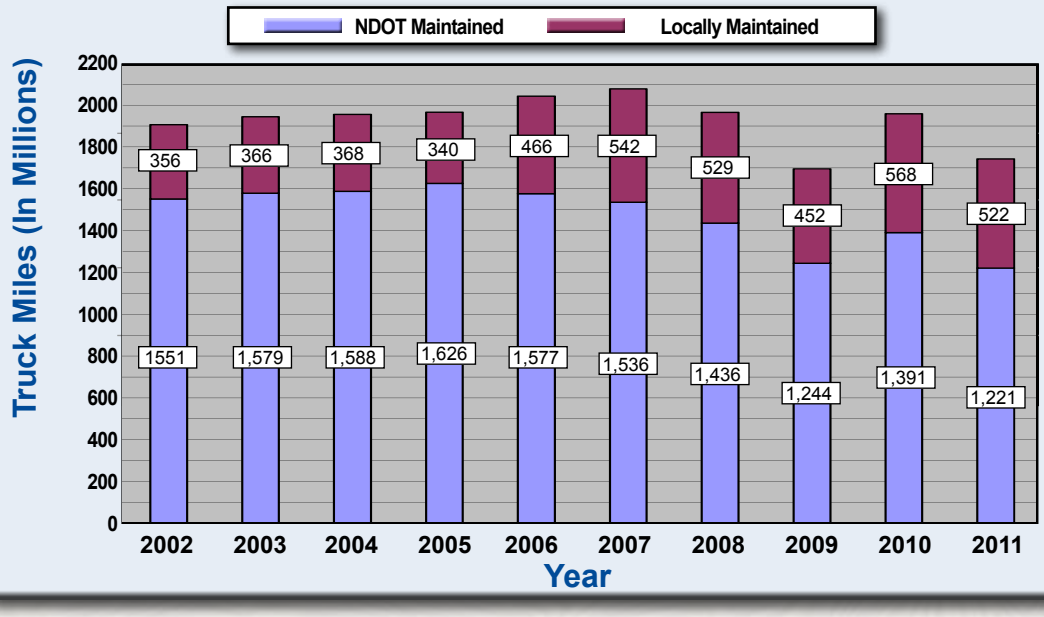


22.1 Billion Total Vehicle Miles Traveled



Truck Miles of Travel

The state-maintained system also carries 70 percent of all truck traffic and 80 percent of the heavy truck traffic.



Bridges

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,972 public bridges in Nevada. The Nevada Department of Transportation maintains 1,116 bridges; 812 are maintained by federal, county, city or other governmental agencies; and 44 bridges are privately maintained.

What makes a bridge structurally deficient?

Bridges are considered structurally deficient if significant load-carrying elements are in poor or worse condition. A deficient bridge requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement. Regular inspections identify unsafe conditions at which time the bridge will be closed.

How does a bridge become functionally obsolete?

Functional obsolescence is a significant difference between the existing bridge and geometrics required by current design standards. As an example, a bridge designed in the 1930's might be significantly narrower than a bridge designed today.

What do we mean by a seismic deficiency?

Older bridges weren't always designed with earthquakes in mind. These bridges are considered seismically deficient and need seismic retrofits to bring them up to current earthquake-resistant standards.

State-Maintained Bridges Needing Renovation by Deficiency

Seismic	125
Structural	19
Functional	142

Transportation Financing

General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

State Constitutional Provisions

Article 9, Section 5 of the Nevada Constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."

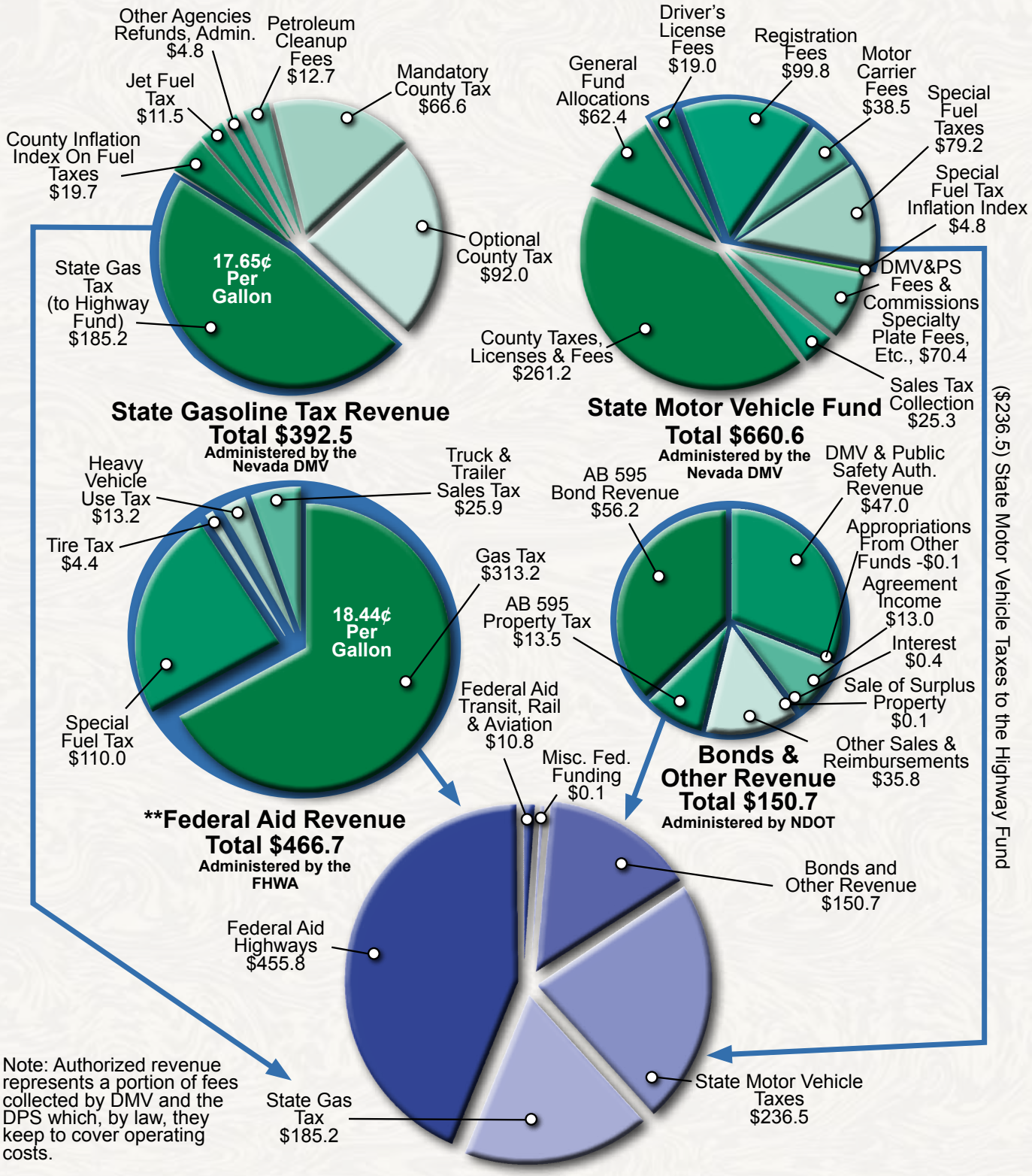
On the road and in the maintenance yard, NDOT employees put on a smile, and their work gloves, to build and maintain a top transportation system for the state.

State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.

State Highway Fund Revenue Sources

(2012 Revenue Shown in Millions)



Note: Authorized revenue represents a portion of fees collected by DMV and the DPS which, by law, they keep to cover operating costs.

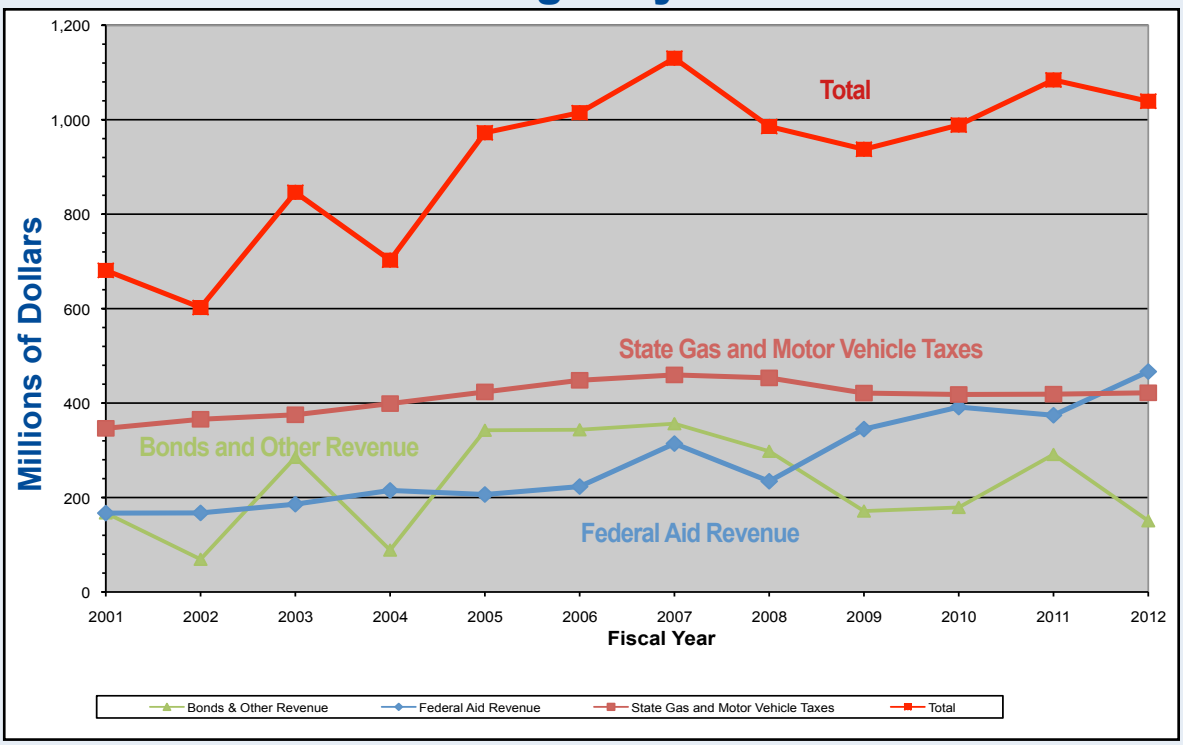
**FHWA

2012 State Highway Fund Revenue
Total $1,039.1
Administered by NDOT

Total State Highway Fund Revenue

(Administered by the Department of Transportation)

Total State Highway Fund Revenue



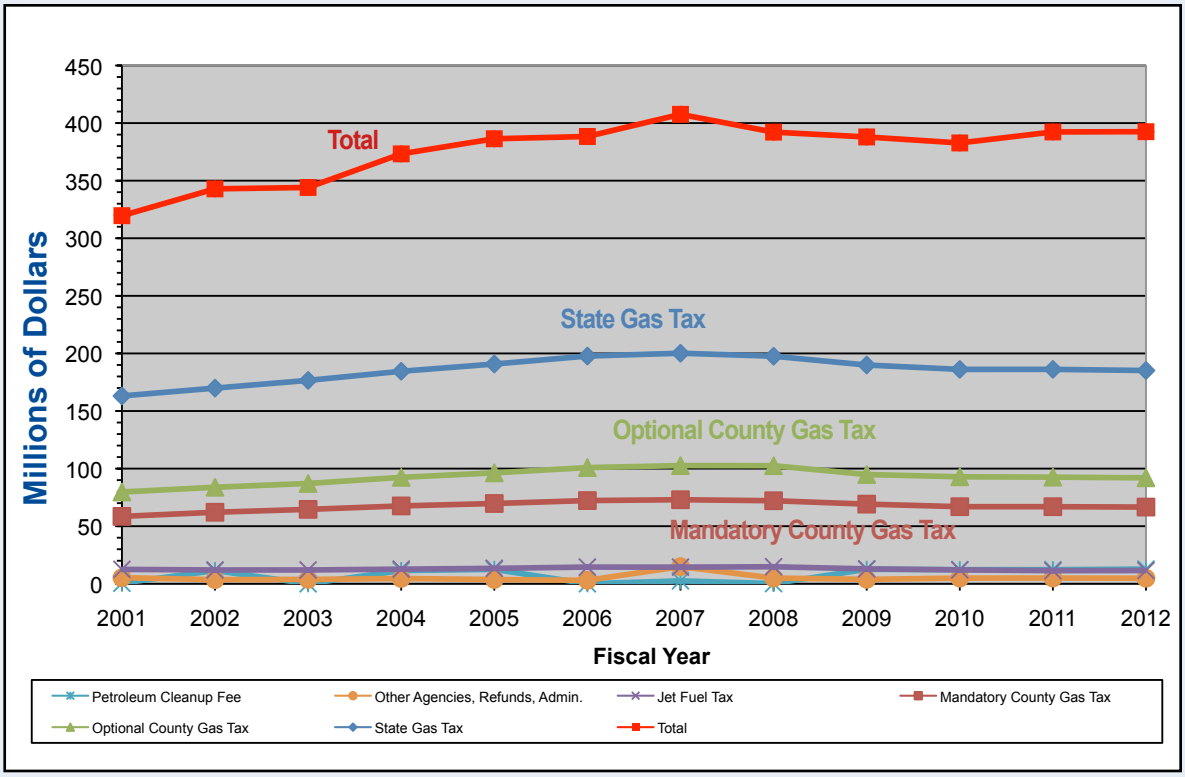
Total State Highway Fund Revenue (In Millions)

State Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
2001	167.0	346.5	167.4	680.9
2002	167.4	365.7	69.2	602.3
2003	185.9	375.2	285.1	846.2
2004	215.0	398.9	88.7	702.6
2005	206.4	423.6	342.4	972.4
2006	223.2	448.2	343.5	1,014.9
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.4	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.9	291.2	1,084.3
2012	466.7	421.7	150.7	1,039.1

Note 1: Total revenue is net to the state highway fund
Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements
Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs

State Gasoline Tax Revenue

State Gasoline Tax Revenue



State Gasoline Tax Revenue (In Millions)

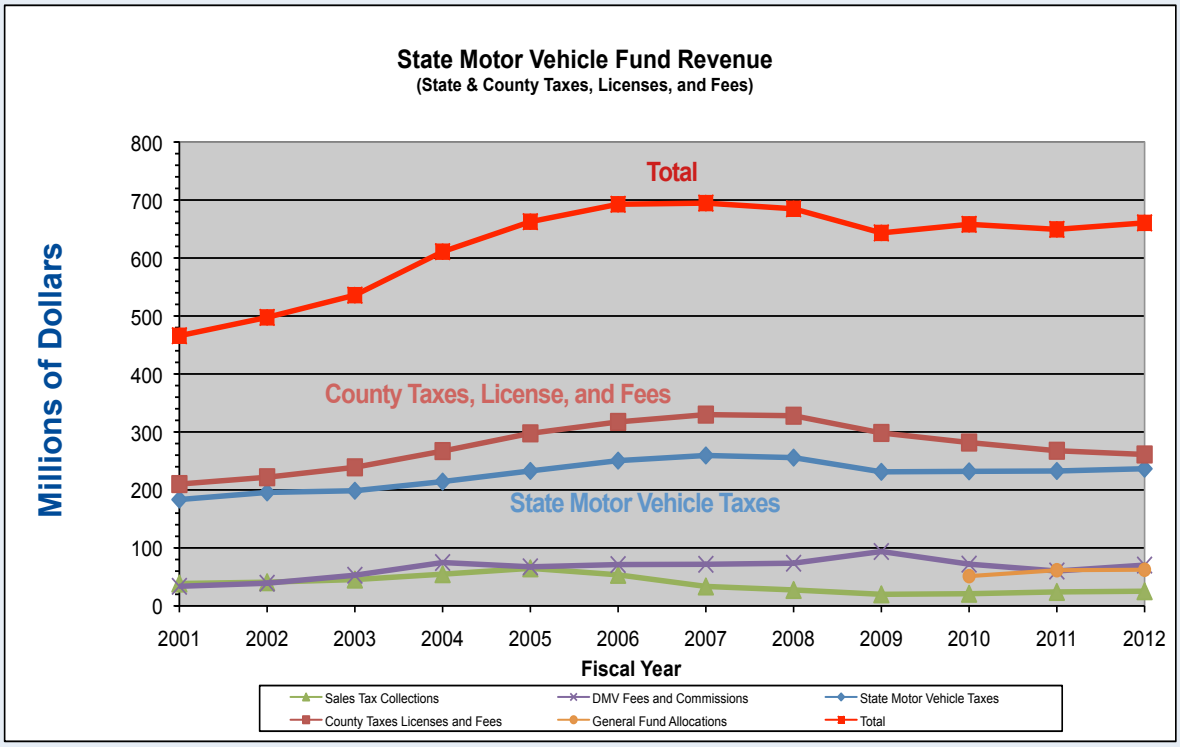
Fiscal Year	State Gas Tax	Mandatory County Gas Tax	Optional County Gas Tax	County Index on Motor Fuel Tax	Jet Fuel Tax	Petroleum Cleanup	Other* Fee	Total
2001	163.1	58.5	79.7		12.5	0.5	5.3	319.6
2002	169.9	62.1	83.8		12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1		12.0	0.0	3.8	344.1
2004	184.5	67.6	92.4		12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3		13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9		14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5		14.8	0.2	5.0	392.1
2009	189.9	69.2	94.9	4.6	13.0	12.6	3.9	388.0
2010	186.1	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	66.9	92.6	18.1	11.4	12.3	5.0	392.5
2012	185.2	66.6	92.0	19.7	11.5	12.7	4.8	392.5

**Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.*

Note: Revenue in shaded column goes into state highway fund.

State Motor Vehicle Fund (Taxes,Licenses & Fees Revenue)

State Motor Vehicle Fund Taxes, Licenses, and Fees Revenue



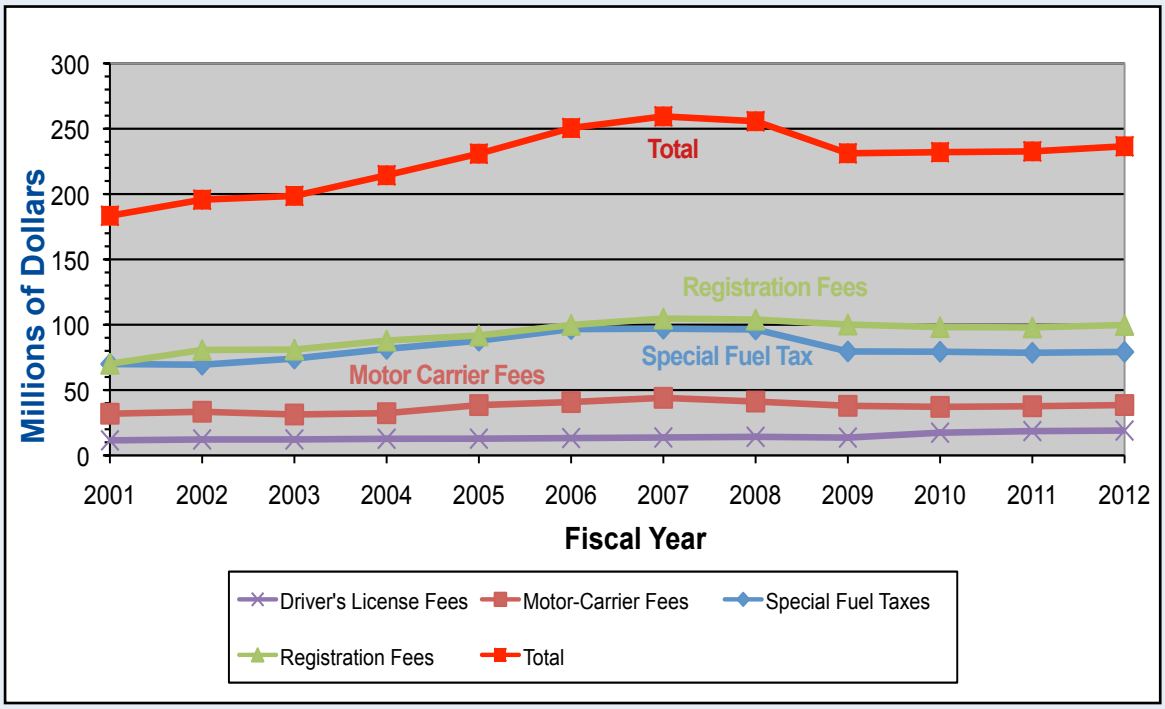
State Motor Vehicle Fund (Taxes, Licenses, and Fees Revenue) (In Millions)

Fiscal Year	State Motor Vehicle Taxes	County Taxes Lic. & Fees	Sales Tax Collections	General Fund Allocation	Specia Fuel Inflation Index	DMV Fees and Commissions	Total
2001	183.4	210.1	38.6			33.8	465.9
2002	195.7	221.9	40.9			39.1	497.6
2003	198.6	239.0	45.4			52.9	535.9
2004	214.4	267.0	54.7			74.8	610.9
2005	232.8	297.6	64.8			67.4	662.6
2006	250.5	317.3	53.6			71.3	692.7
2007	259.4	329.9	33.6			71.8	694.7
2008	255.7	328.0	27.5			73.6	684.9
2009	231.2	298.3	20.0			93.8	643.3
2010	232.0	281.7	21.0	51.3		72.0	658.1
2011	232.7	267.6	24.1	61.5	3.3	60.2	649.4
2012	236.5	261.2	25.3	62.4	4.8	70.4	660.6

Note: Revenue in shaded column goes into state highway fund.

State Motor Vehicle Taxes to Highway Fund (Derived From the State Motor Vehicle Fund)

State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

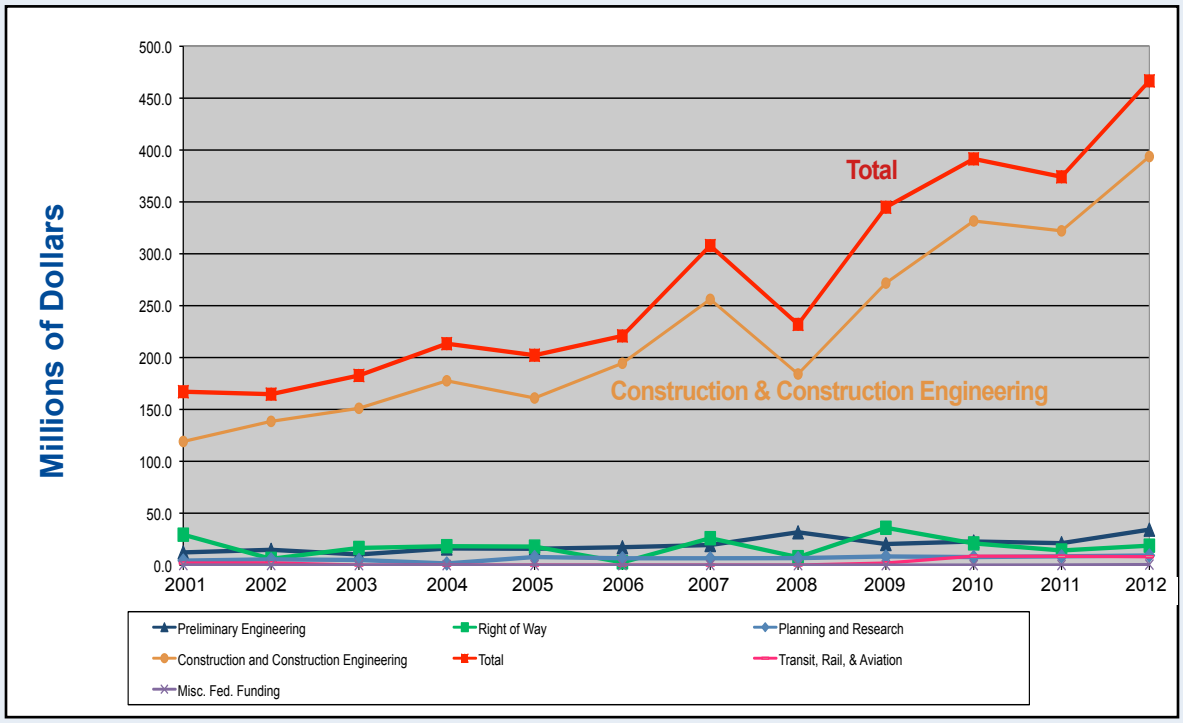


State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
2001	69.9	31.9	70.1	11.5	183.4
2002	69.4	33.4	80.7	12.2	195.7
2003	74.1	31.3	81.0	12.2	198.6
2004	81.5	32.3	87.9	12.7	214.4
2005	87.8	38.5	91.8	12.8	230.9
2006	96.6	40.8	99.8	13.2	250.5
2007	97.0	44.1	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7
2009	79.6	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7
2012	79.2	38.5	99.8	19.0	236.5

**Special fuel includes diesel fuel, propane, natural gas,and water-phased hydrocarbon emulsions.*

Highway Fund Federal-Aid Revenue For Highways By Phase



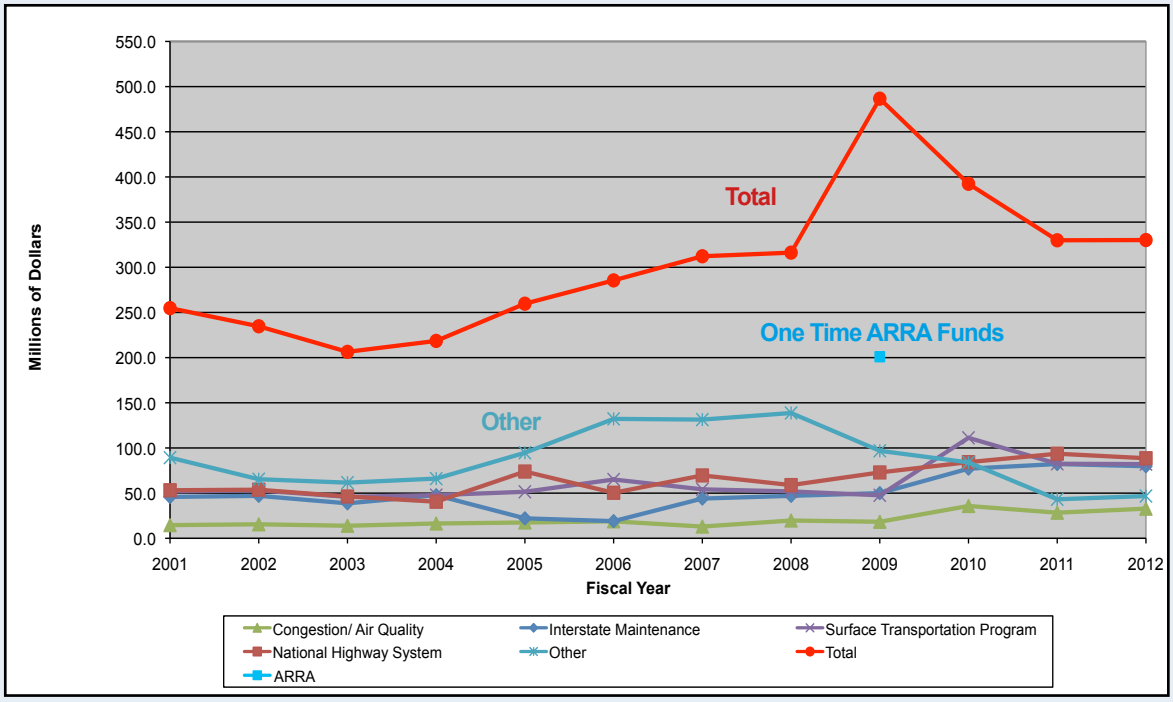
Highway Fund Federal-Aid Revenue For Highways By Phase

Fiscal Year	Planning & Research	Right of Way	Prelim Eng.	Const. & Const. Eng.	Transit, Rail & Aviation	Misc. Fed. Funding	Total
2001	4.3	29.3	12.2	119.1	2.1	0.1	164.9
2002	5.5	6.0	14.7	138.5			164.7
2003	4.9	16.5	10.2	151.1			182.7
2004	1.6	18.2	16.0	177.6			213.4
2005	7.7	17.8	15.7	161.0			202.2
2006	6.5	2.6	17.2	194.5			220.8
2007	6.5	25.9	19.3	256.1			307.9
2008	6.7	7.6	31.6	184.1	1.9		230.0
2009	8.3	36.0	20.3	271.7	8.6		344.9
2010	7.7	20.9	22.7	331.5	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	7.8	0.65	374.2
2012	9.2	18.7	34.1	393.7	10.7	0.1	466.7

NOTE 1: Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

Federal-Aid Apportionments (under SAFETEA-LU since 2005)

Federal-Aid Apportionments (under SAFETEA-LU* since 2005)



Federal-Aid Apportionments (under SAFETEA-LU since 2005)

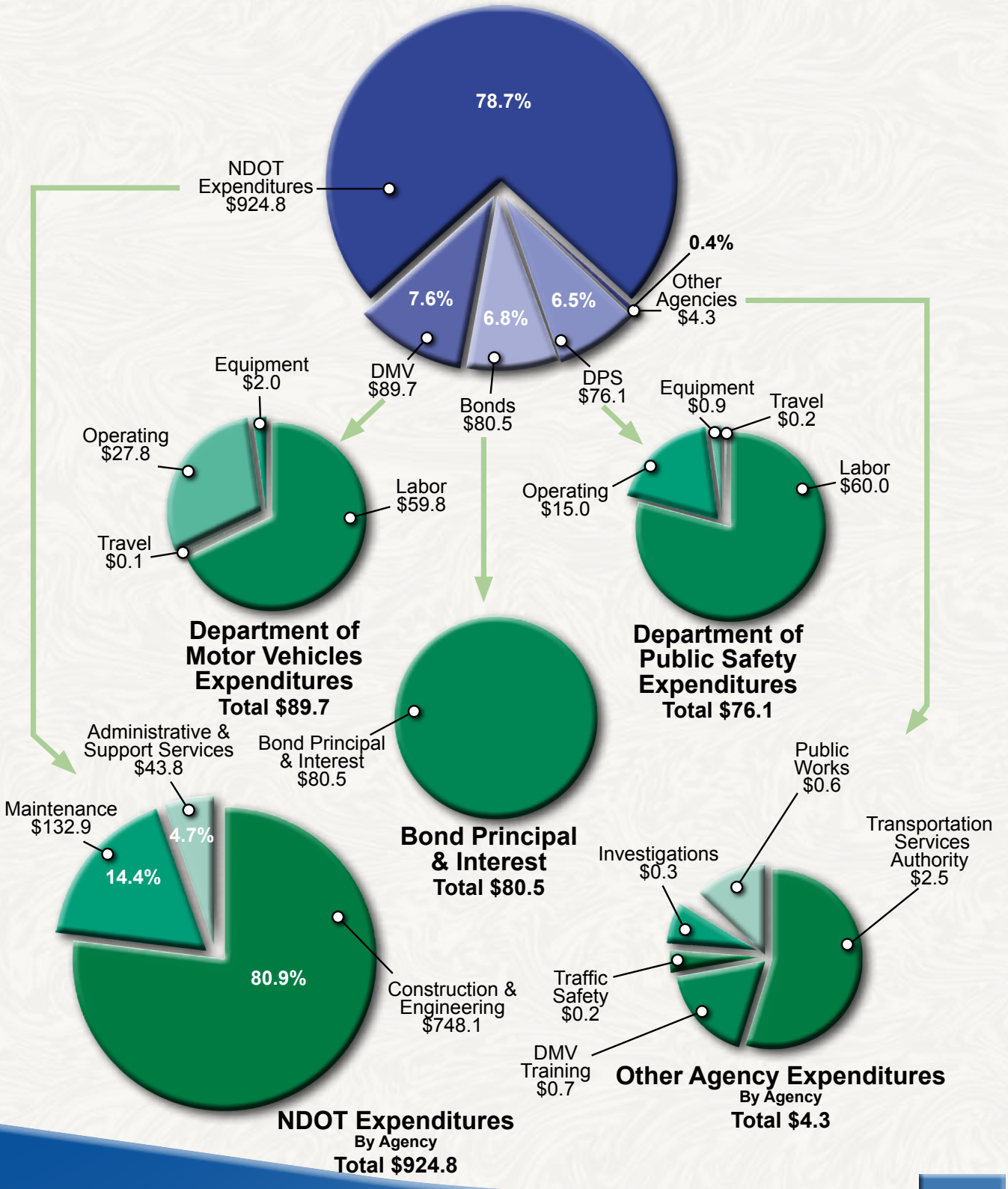
Fiscal Year	Interstate Maintenance	National Hwy System	Congestion/ Air Quality	Surface Trans Program	Other**	ARRA	Total
2001	45.8	53.2	14.6	51.9	89.3		254.8
2002	47.0	53.8	15.5	53.0	65.4		234.7
2003	38.7	46.3	13.9	45.9	61.6		206.4
2004	47.7	40.5	16.4	47.8	66.1		218.5
2005	22.1	73.9	17.5	51.5	94.7		259.7
2006	19.0	50.4	18.8	65.1	132.2		285.5
2007	44.0	69.6	13.0	54.2	131.4		312.2
2008	47.0	58.9	19.7	51.9	138.7		316.2
2009	50.0	72.9	18.3	47.6	96.8	201.0	486.6
2010	77.1	84.3	35.8	111.2	84.0		392.4
2011	82.2	93.6	28.4	82.5	43.2		329.9
2012	79.8	88.6	32.8	82.1	46.8		330.2

**2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users.*
***Other includes Planning, Bridge Replacement, Advance Right of Way, High Priority, Forest Highway Funds, and Earmarked Funds, if any.*
ARRA - American Recovery and Reinvestment Act of 2009

State Highway Fund Expenditures and Disbursements

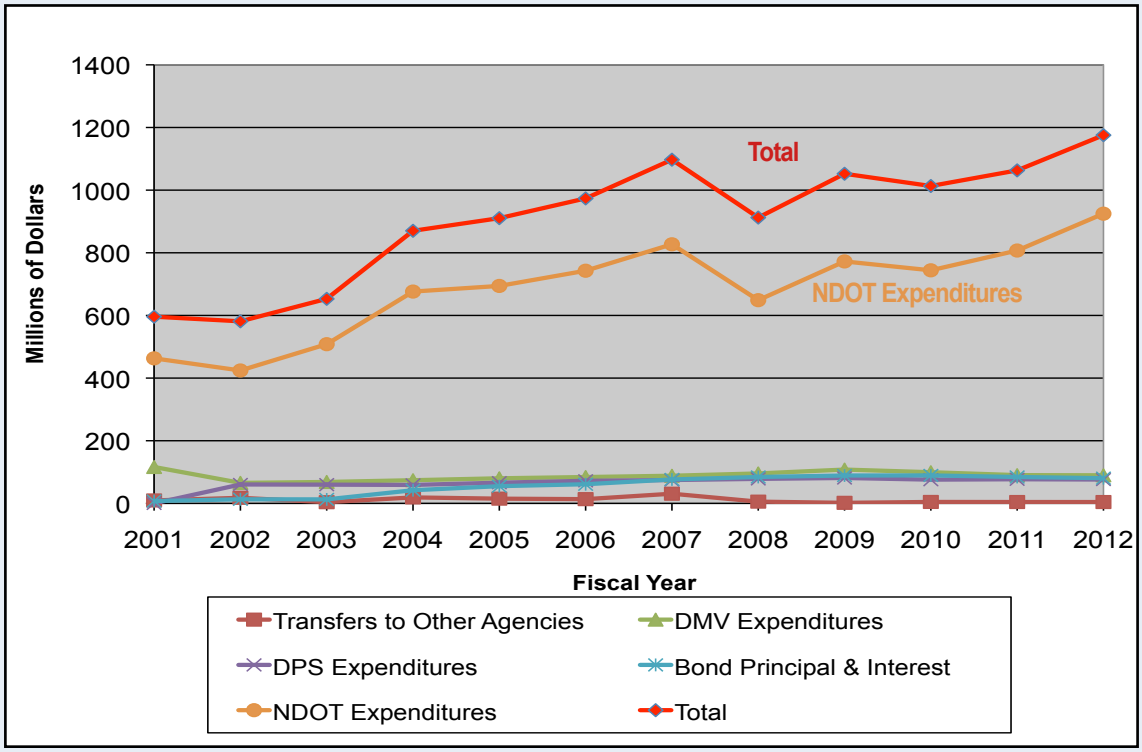
(2012 Expenditures Shown in Millions)

2012 State Highway Fund Expenditures
Total $1,175.4
Administered by the Nevada Department of Transportation



State Highway Fund Expenditures and Disbursements

State Highway Fund Expenditures & Disbursements

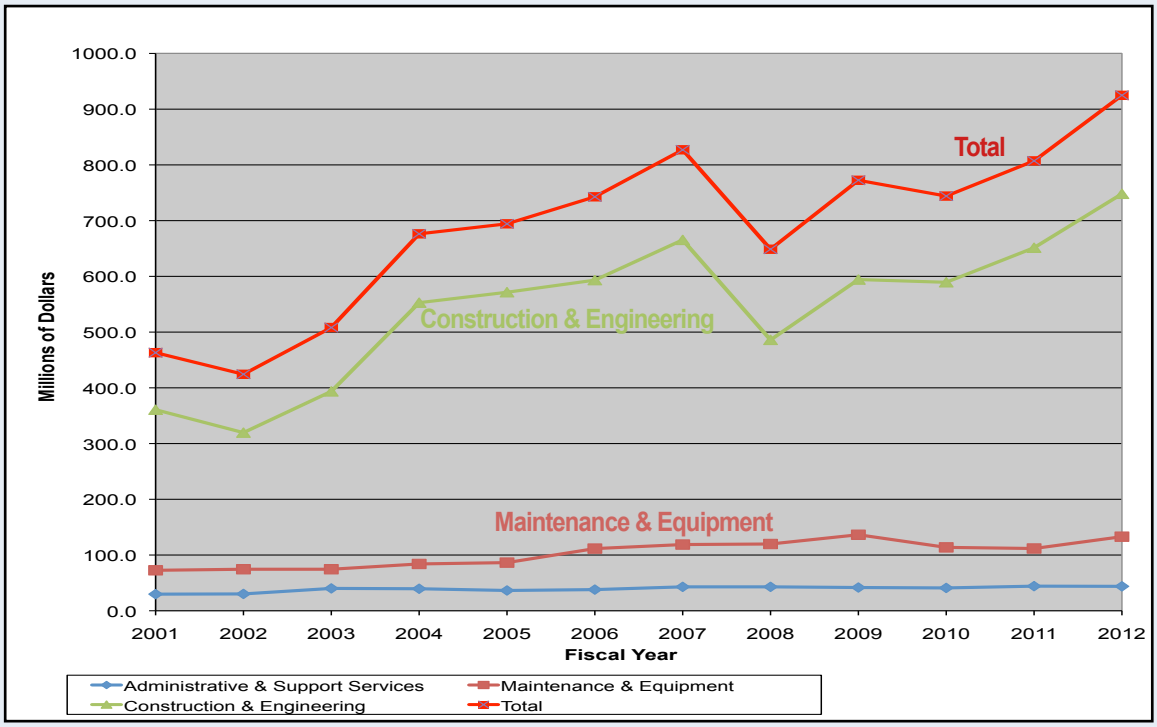


State Highway Fund Expenditures & Disbursements (in Millions)

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2001	9.4	116.2	0.0	7.4	463.0	596.0
2002	17.9	65.5	60.4	13.1	424.3	581.2
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.7	108.0	81.1	89.0	772.4	1,052.2
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.3	77.0	84.2	807.2	1,063.1
2012	4.3	89.7	76.1	80.5	924.8	1,175.4

NOTES : DPS stands for Department of Public Safety (includes Nevada Highway Patrol).
DMV stands for Department of Motor Vehicles.

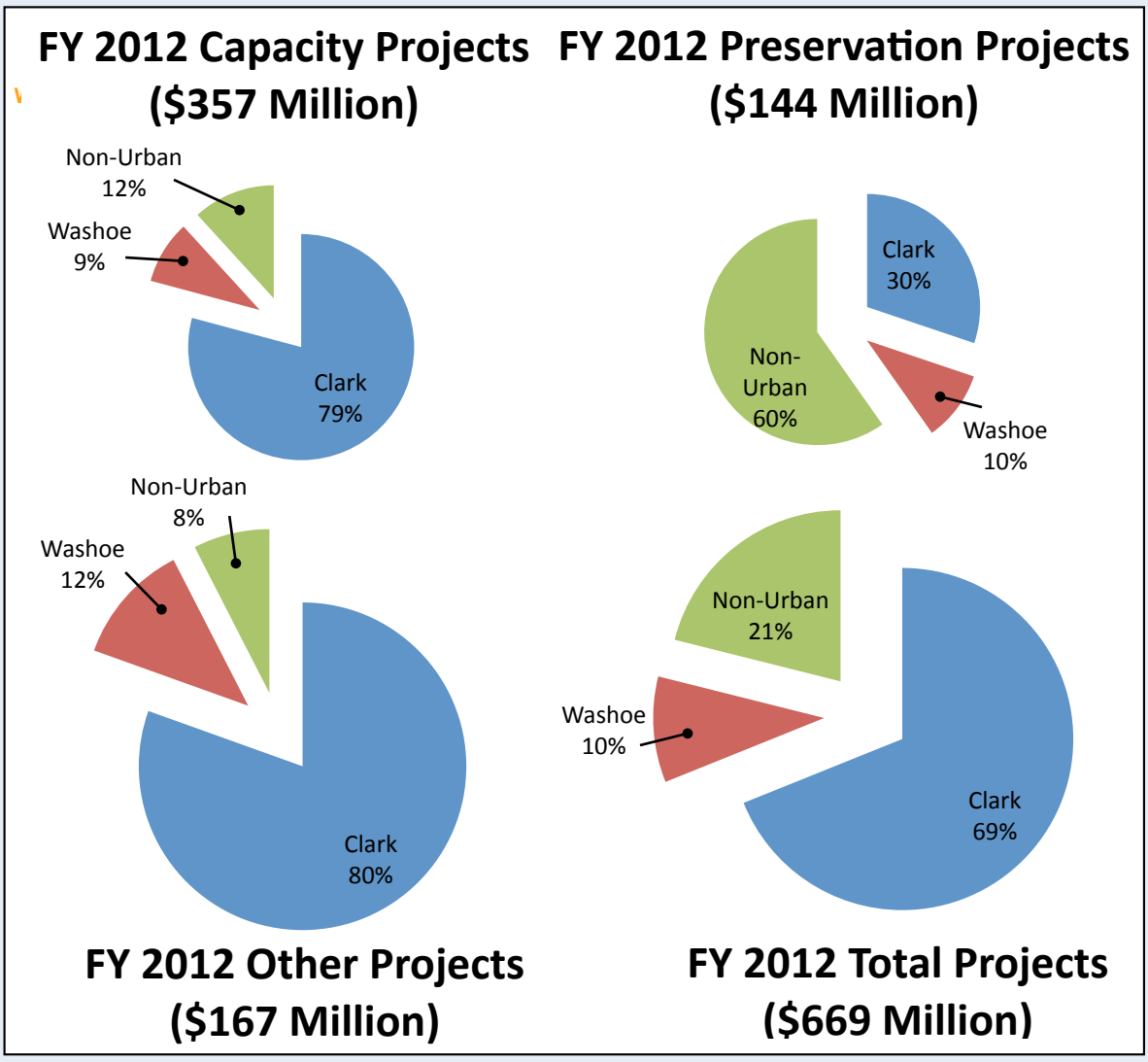
NDOT Expenditures by Activity



NDOT Expenditures (In Millions)

Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2001	29.8	72.6	360.7	463.1
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.1	111.7	651.4	807.2
2012	43.8	132.9	748.1	924.8

NDOT Expenditures In Urban And Rural Areas



FY 2012 Projects*

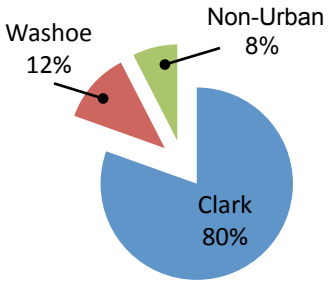
	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$282,553,682	$43,571,000	$134,617,791	$460,742,473
WASHOE	$32,300,000	$14,523,196	$20,052,500	$66,875,696
NON-URBAN	$42,077,691	$86,318,426	$12,604,569	$141,000,686
TOTAL	$356,931,373	$144,412,622	$167,274,860	$668,618,855
PERCENT	53%	22%	25%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies. Illustrative use only, based on Federal Fiscal Year*

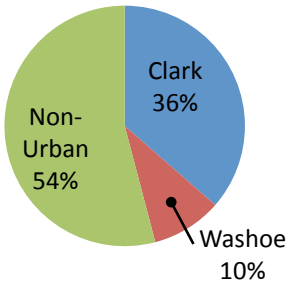
***Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls.*

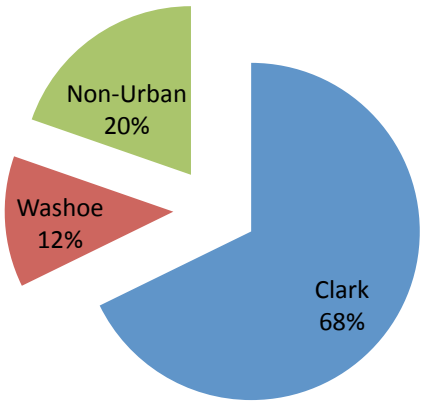
NDOT Expenditures In Urban And Rural Areas

FY 2008-2012 Capacity Projects ($2.0 Billion)

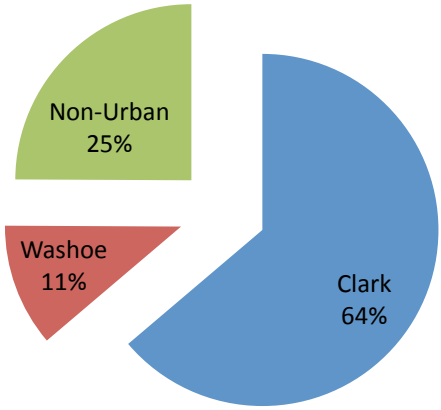


FY 2008-2012 Preservation Projects ($1.3 Billion)





FY 2008-2012 Other Projects ($762 Million)



FY 2008-2012 Total Projects ($4.0 Billion)

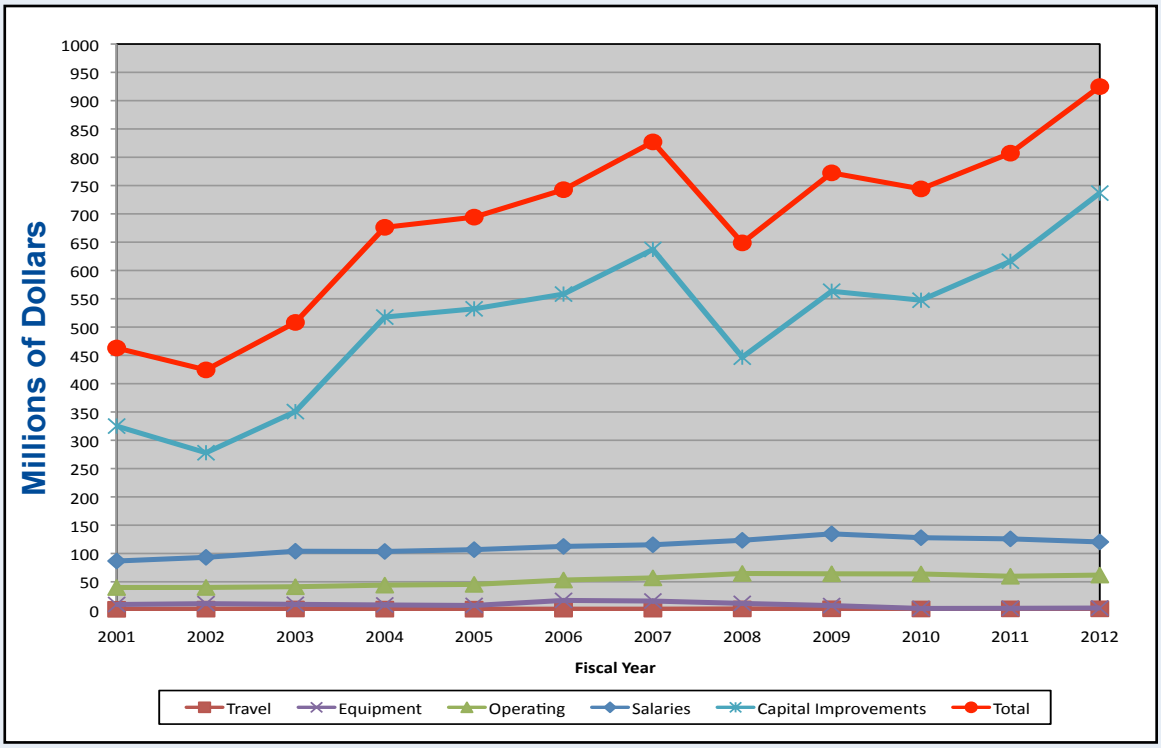
FY08-12 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	$1,580,195,301	$476,034,400	$516,381,105	$2,572,610,806
WASHOE	$235,528,611	$123,742,592	$95,763,843	$455,035,046
NON-URBAN	$148,150,472	$706,903,520	$149,941,321	$1,004,995,313
TOTAL	$1,963,874,384	$1,306,680,512	$762,086,269	$4,032,641,165
PERCENT	49%	32%	19%	100%

**Note: Does not include design, ROW, in-house projects or work by other agencies*
Illustrative use only, based on Federal Fiscal Year

NDOT Expenditures By Appropriation

NDOT Expenditures By Appropriation



NDOT Expenditures By Appropriation (in Millions)

Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
2001	86.7	1.4	39.9	9.9	325.1	463.0
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2
2012	120.4	2.2	61.9	3.7	736.7	924.8

Passenger Car Operating Costs
(Expressed In Cents Per Mile Of Travel)

92.4 Cents Total/Mile

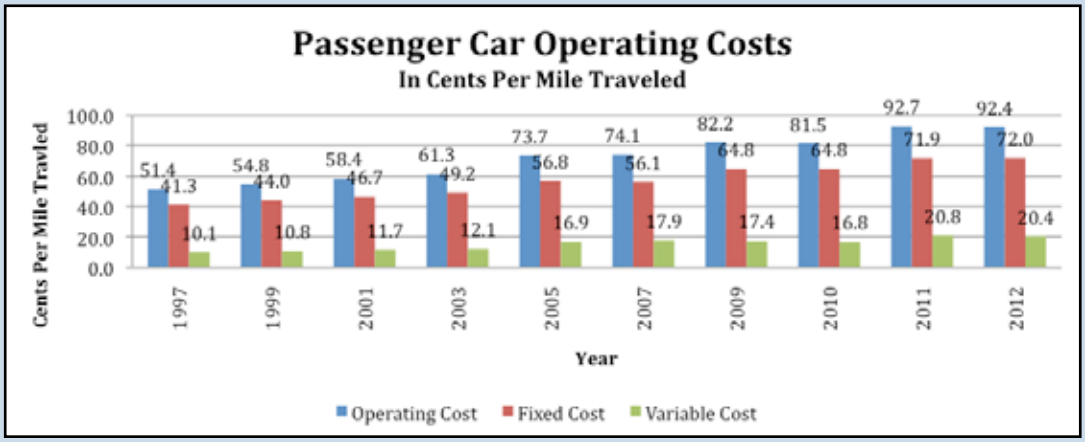
Assumptions:

2012 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was $3.60 per gallon. Based on Nevada's gas tax and licensing fees.

Average Gas Tax Per Vehicle-Mile-Traveled (VMT) is approximately 2.0 cents.

Variable cost — **20.4¢** per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed cost — **72.0¢** per mile traveled.
Includes depreciation, insurance, finance and licensing fees



Source: American Automobile Association's "Your Driving Costs 2012" and ***www.fueleconomy.gov***

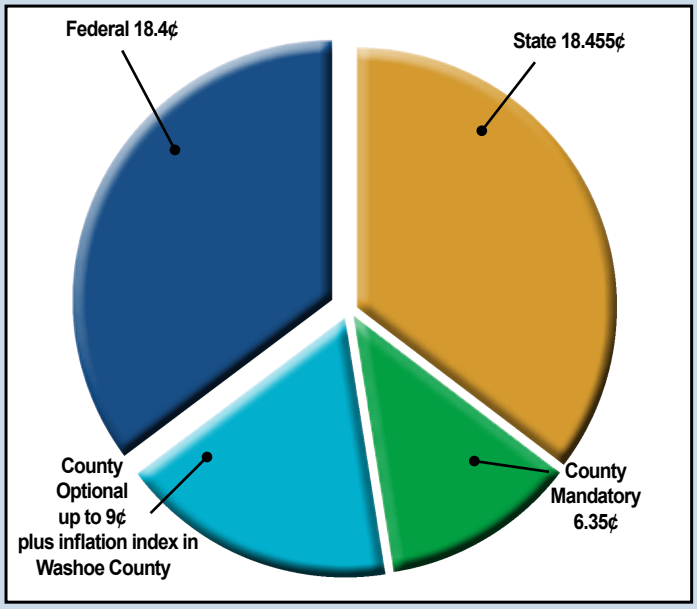
Gas Tax (Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statues

1.Federal

15.44¢	To Federal Highway Trust Fund for highways.
2.86¢	To Federal Highway Trust Fund for transit.
0.1¢	Leaking underground storage tank trust fund.
18.4¢	**Total Federal Gasoline Tax**

Total: Up to 52.205¢ per gallon statewide
Washoe index 11.78¢ per gallon additional



2.State

17.650¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 590.840) For cleanup of petroleum discharges.
0.055¢	(NRS 590.120) Inspection fee for imported gasoline.
18.455¢	**Total State Gasoline Tax**

3.County Mandatory

1.25¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2003. Used for bond service, road construction maintenance and repair – not for administration.
2.35¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area,1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
1.75¢	(NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

6.35¢ Total County Mandatory Tax

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;

6.5¢ Elko

4¢ Douglas, Esmeralda, Lincoln, Nye, Storey

Variable (N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County by the lesser of CPI or 4.5%. The current effective rate is 2.6¢ per gallon. (N.R.S 373.066) All State, County, and Federal fuel taxes imposed in Washoe County have been additionally indexed for inflation by the lesser of PPI or 7.8%. The current effective rate is 9.2¢ per gallon.

History

		Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
	1923	2.0¢		$60,000	+	Balance to County Admin Costs		Rd Bond Redemption	
	1935	4.0¢		4.0¢					
	1947	5.5¢		4.0¢	1.5¢				
1)-	1955	6.05¢		4.55¢	1.5¢				
	1965	6.05¢	1.0¢	4.55¢	1.5¢	(Clark & Washoe C0. only)		1.0¢	
	1966	6.05¢	1.0¢	4.55¢	1.5¢	(Extended to all County's w/RTC)		1.0¢	
	1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	4.0¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	10.0¢	* * 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	9.0¢	* * 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	9.0¢	* * 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	9.0¢	* * * 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	>9.0¢	* * * 18.455¢	6.35¢	3) varies		9.0¢	

 # By Ordinance
** Voter Approval*
** * 0.6¢ to State Petroleum Cleanup Trust Fund*
** * * 0.75¢ to State Petroleum Cleanup Trust Fund*

1)- 0.05¢ to Inspection Fee to 1989
2)- 0.055¢ to Inspection Fee since 1989
3)- Rate indexed to inflation
> means "more than"

Special-Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel	
Federal Tax	24.4 ¢
State Tax	27.75 ¢
Propane (Liquefied Petroleum Gas)	
Federal Tax	18.3 ¢
State Tax	22 ¢
Methane (Compressed Natural Gas)	
Federal Tax	18.3 ¢
State Tax	21 ¢

Distribution (Cents Per Gallon)

	Federal Highway Trust Fund			State	
Fuel	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	16.17	2.13	0	22.0	
Methane	17.07	1.23	0	21.0	

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢
2009	Inflation index based on lesser of 7.8 percent or PPI for Street & Highway Construction imposed in Washoe County only on State & Federal special fuel tax rates. See Nevada Revised Statutes (NRS 373.066) for details.	

** 0.60¢ to petroleum clean-up fund*
*** 0.75¢ to petroleum clean-up fund*

Vehicle Registration and Permit Fees

Legal Citation **Chapters 482, 484, & 706 Nevada Revised Statutes**

Current Annual Registration Rates

$33	for automobiles, RV's and Motor Homes
$39	for motorcycles
$27	for travel trailers
$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is $1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.

Current Annual Permit Fees

$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is $2,940)
$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
$60	for non-reducible loads carried on over legal-size or weight vehicles.

** Declared Gross Vehicle Weight*

Governmental Services Tax, Driver's License, And Title Fees

GOVERNMENTAL SERVICES TAX

Legal Citation **Chapter 371, Nevada Revised Statutes**

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill, and White Pine counties.

Distribution

Basic Governmental Services Tax: for vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used specifically for road construction.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

$22.00 for operating passenger cars

$17.00 for persons 65 or older

$8.00 for a motorcycle endorsement

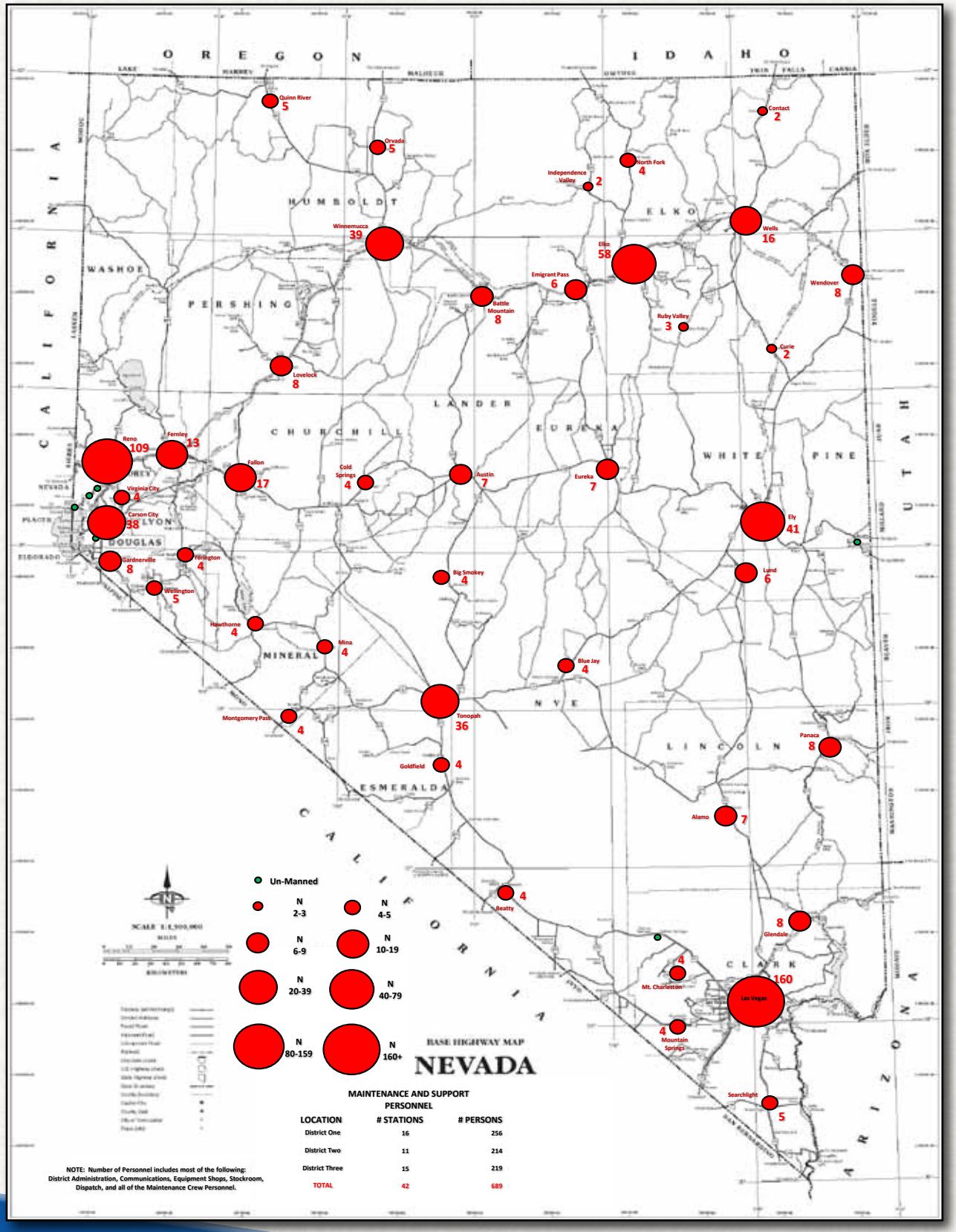
$87.00 for operating commercial vehicles

TITLE FEE

(one-time fee)

$28.25 all vehicles (new title)

Maintenance Stations and Personnel



MAINTENANCE AND SUPPORT PERSONNEL

LOCATION	# STATIONS	# PERSONS
District One	16	256
District Two	11	214
District Three	15	219
TOTAL	42	689

NOTE: Number of Personnel includes most of the following: District Administration, Communications, Equipment Shops, Stockroom, Dispatch, and all of the Maintenance Crew Personnel.

Department Personnel

It takes dedication and expertise to administer, construct and maintain a road and bridge system that has continually been named one of the nation's best. Whether in administration, construction or maintenance, NDOT's dedicated, expert employees are the driving force behind Nevada's top transportation system.

Rapid population growth of past years and spikes in commodity movement have greatly increased traffic on Nevada highways, yet NDOT staff numbers have decreased slightly in the past few years. With staff overseeing ever-increasing transportation needs and ever more complex projects and programs, NDOT looks to innovation, partnership and increasing efficiency to successfully fulfill Nevada's transportation needs.

From maintenance, road preservation, snow removal and safety enhancements to targeted projects, technologies and programs, Department employee workloads and numbers continue to be balanced by improved technologies, streamlined processes, partnerships and hard-working staff.

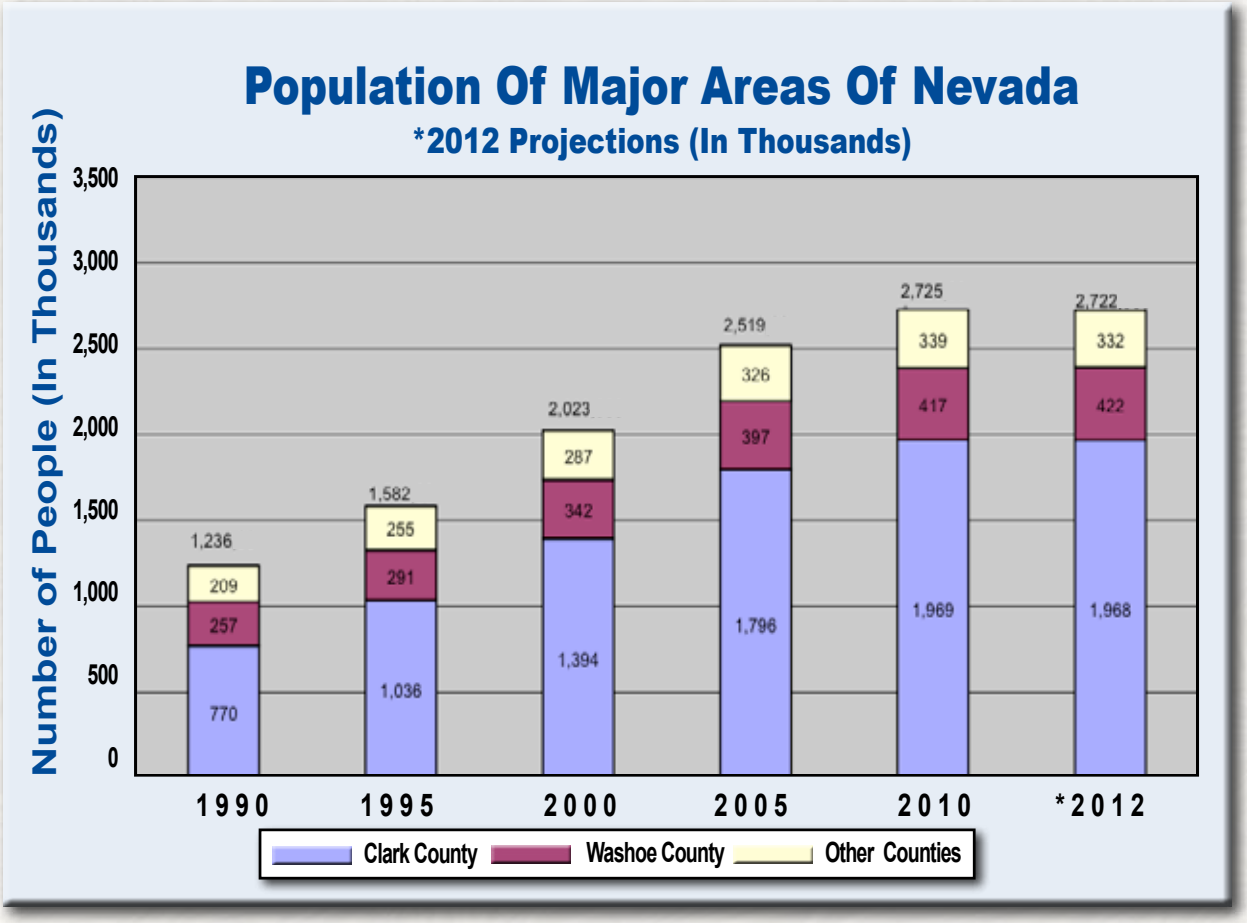
Number of Employees By Function

Year	Administration	Pre-Construction	Construction	Maintenance	Total
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2010	185	414	363	840	1,802
2012	184	417	376	807	1,784

LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1995	1,081,646
	2012	1,750,972
Passenger Vehicles	1995	1,130,278
	2012	1,862,838

Nevada has experienced tremendous population growth for over 30 years with little slowdown until the last few years. The State's population has tripled since 1985 to over 2.7 million residents. The majority of the growth has been in the major urban areas.



Transit

More than one million rides are offered by bus transit providers across the state every year, providing vital ride-sharing and mobility to reach healthcare, jobs and other opportunities.

Without personal transportation, how would you get to work, the doctor or even the grocery store? Nevada's many public transit programs provide transportation that connects Nevada's citizens with the services they need. NDOT's transit program supports local transit providers by administering Federal Transit Administration grants. As administrators of these funds, NDOT is responsible for monitoring and ensuring that rural transit providers comply with federal guidelines. In 2011, NDOT distributed approximately $8 million in funding throughout the state for vital transit programs.

The result? Each year over one million rides are given on vehicles provided by NDOT's disbursement of federal funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access to employment, medical, shopping, government services, cultural activities, and to meet daily transportation needs. Since the program began in 1975, over 400 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state's Indian reservations and colonies.

FEDERAL TRANSIT ADMINISTRATION (FTA) TRANSIT RIDERSHIP BY COUNTY

Statewide Small Urban and Rural Transportation 2011*

County	Total Rides
White Pine	7,493
Washoe	51,289
Storey	0
Pershing	6,638
Nye	18,512
Mineral	7,283
Lyon	25,566
Lincoln	2,523
Lander	2,962
Humboldt	12,641
Eureka	0
Esmeralda	6,957
Elko	50,412
Douglas	869,241
Clark	309,357
Churchill	36,970
Carson City	4,094
Total	1,411,938

*Federal Fiscal Year 2011 Oct.1, 2010, thru Sept.30, 2011.
**This includes elderly, disabled and the general public.

Bicycles

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually integrates these modes into the State's transportation network. The State's Bicycle and Pedestrian Program produces the Statewide Bicycle Plan and Touring Map, identifies needs for facilities, as well as provides routing assistance and informational outreach to both pedestrians and cyclists. Nevada offers cyclists, and pedestrians, a variety of low volume roadways and diverse terrains by which to travel making it a very popular cross-country touring destination. Bicyclists and pedestrians are permitted on all of Nevada's streets and highways except in areas that have been specifically prohibited by signage such as urban freeways. For more information regarding bicycle and pedestrian programs in Nevada, visit the Nevada Bicycle and Pedestrian Advisory Board supported by NDOT at ***www.bicyclenevada.com***.

Nevada Moves Day

Physical activity at an early age, such as walking or bicycling to school, can help reduce childhood obesity-related diseases. It can also reduce traffic congestion involving children being dropped off at school, benefit the environment and introduce safe walking and bicycling skills to children.

NDOT joined with schools and other individuals and groups across the state to establish the first annual Nevada Moves Day in April, 2009, encouraging children and their families to safely walk or bicycle to school. On April 25, 2012 there were over 106 schools statewide that participated in Nevada Moves Day which was near double the amount of schools that participated the previous year.

NDOT is developing strategies, policies, and methodologies that work to improve the freight transportation system in Nevada. We recognized the importance of freight planning many years ago in conducting one of the early statewide goods movement studies in the nation. The Goods Movement Study report summarized Nevada's initial attempt to examine the state's freight transportation system, with an eye on how to best utilize Nevada's freight strengths in the economic development and economic diversification process.

Promoting economic development and related job growth requires regional economies to maintain existing business and attract new ones. Access to efficient freight transportation is a key element in business site selection. Competing in the global market environment has raised the importance of efficient, reliable supply chains and the transport systems they rely upon. Freight transportation plays a critical role in company decisions about site selection and expansion. Diversifying Nevada's economy remains a key theme for economic development in the state, and taking advantage of Nevada's modal transportation assets is a part of the state's strategic plan for supporting economic development.

I80 Truck Parking Facilities

Nevada Truck Stops

RTE	CITY	COMPANY	ADDRESS	SPACES
80	Battle Mountain	Broadway Travel Center	I-80, Exit 229	100
80	Battle Mountain	Flying J	I-80 Exit 231	70
80	Carlin	Pilot Travel Center	I-80/NV 278, Exit 280	60
80	Fernley	Pilot Travel Center	I-80 & US 95, Exit 46	100
80	Mill City	Travel Centers of America	I-80, Exit 151 (West) Exit 149	120
80	Sparks	Petro	I-80, Exit 21	400
80	Sparks	Travel Centers of America	I-80, Exit 19 0	187
80	Wells	Flying J	I-80 Exit 352	105
80	W. Wendover	Pilot Travel Center	I-80 @ Peppermill Casino Exit	125
80	Winnemucca	Flying J	I-80 Exit 176	105
80	Verdi	*AmBest - Boomtown Hotel & Casino - Closed Indefinitely (for more information, see note below)	I-80 at Exit 4, Garson Rd.	(200)
	TOTAL			1,247

*Note: Truckers are being asked to park in Nevada east of Fernley during snow closures on I-80. For more info, see this page on the California Trucking Association's website: http://www.caltrux.org/downloads/pdf/Public_downloads/Links/boomtownflyer2.pdf.

Trucks are the third largest motorist group using Nevada's highways, after commuters and tourists. Their role in the regulation of trucking operations is far reaching. Nevada is an important bridge to the nation's economy. The Interstate 80 (I-80) corridor carries a significant volume of freight and is a vital link to other states and Interstates. As a State Department of Transportation (DOT), we have a commitment and responsibility to keep freight moving—for commerce, economic competitiveness, and for the safety and mobility of all travelers who use these corridors.
The next 10 years will see 1.8 million more trucks added to the nation's roadways.

Our challenge is a lack of adequate truck parking facilities. When a winter truck prohibition or restriction occurs on I-80 at the California/Nevada state line, westbound trucks are forced to wait out the prohibition on shoulders, on ramps, in neighborhoods, and sometimes even in travel lanes, creating back-ups several miles long. This situation creates mobility and safety hazards for local communities, and emergency responders, and impacts important Nevada DOT and local agency winter operations and snow removal. With approximately 3,000 trucks per day in each direction utilizing I-80 near Reno and west to the state line, this necessitates trucks parking on the shoulder, in the general travel lanes, on ramps, and even on city streets. Nevada DOT has been actively working with neighboring states to collaborate on winter operations strategies on I-80 to develop a long-term solution to the truck parking needs.

Average Daily Truck Traffic (ADTT)

From Light Truck to Heavy Truck 6 Axle

Route	From	TO	LT2AX	LT3AX	HT4AX	HT5AX	HT6AX	AADTT
IR80	CA / NV Stateline	Robb Dr.	1995	170	210	3450	330	6155
IR80	Robb Dr.	Keystone Ave	1135	185	200	3900	310	5730
IR80	Keystone Ave	Wells Ave	1315	550	230	5200	450	7745
IR80	Wells Ave	US395	975	225	235	3755	155	5345
IR80	US395	Sparks Blvd	605	520	350	3810	400	5685
IR80	Sparks Blvd.	Mustang	400	280	325	4050	650	5705
IR80	USA Parkway	E. Fernley	180	140	295	4340	890	5845
IR80	E. Fernley	US95 (Trinity)	45	30	105	2715	435	3330
IR80/US95	US95 (Trinity)	W. Winnemucca	100	25	75	2750	430	3380
IR80/US95	W. Winnemucca	Winnemucca Blvd. E.	150	25	55	2575	425	3230
IR80	Winnemucca Blvd. E.	Elko West	80	60	95	2150	405	2790
IR80	SR304	SR305	165	25	90	2700	515	3495
IR80	Elko West	Osino	275	25	115	1950	345	2710
IR80	Osino	E. Wells / US93	50	55	70	1900	310	2385
IR80	E. Wells	NV / UT Stateline	413	35	160	1580	280	2468

Railroads

The Nevada Department of Transportation (NDOT) manages the state planning process and directs federal funds to help railroads, shippers, and local governments improve rail lines.

Freight Rail

Two Class I, transcontinental railroads: Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single – and 62 miles of double-track). BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada. Combined, these two railroads hauled about 190 million net tons of freight through Nevada in 2009; of the total, Nevada is primarily (96%) a pass-through state for shipments traveling to and from the ports in California.

Amtrak

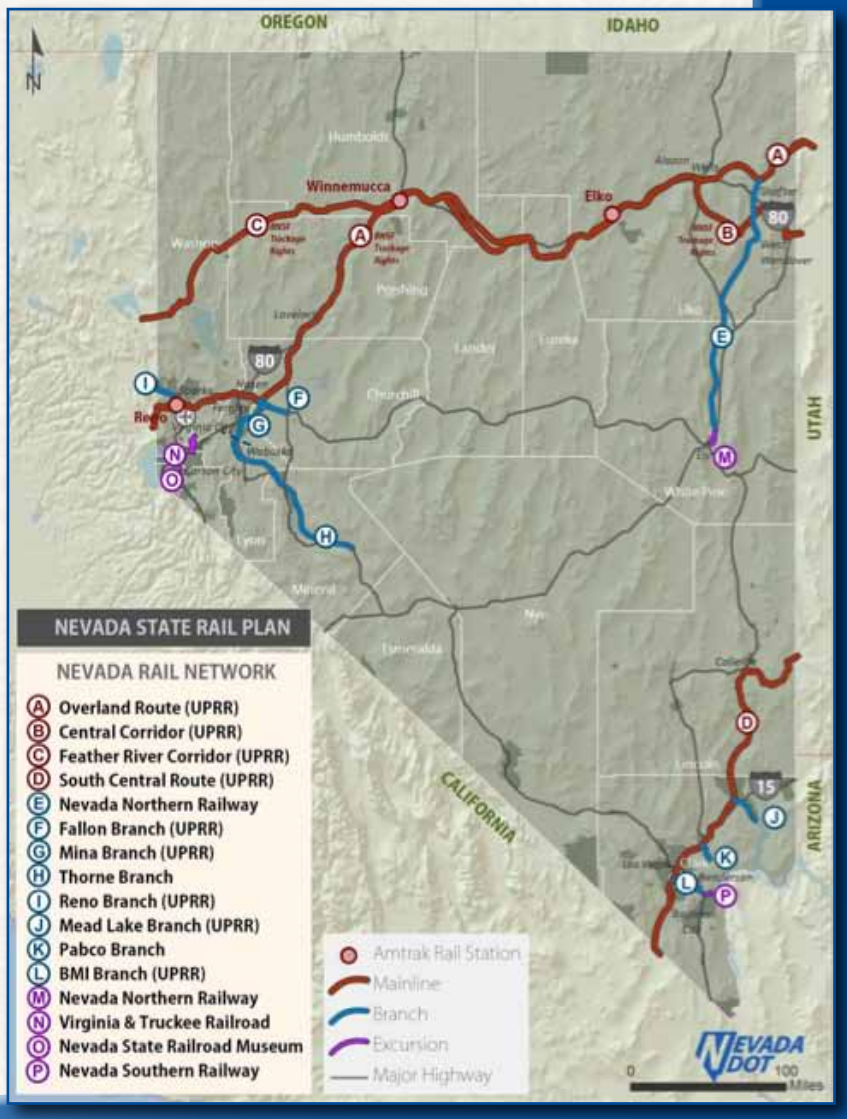
Current passenger rail service in Nevada consists of Amtrak's California Zephyr route, which travels 2,438 miles between Chicago and the San Francisco Bay Area. The route began service in 1949 as a joint operation between Chicago Burlington and Quincy Railroad, Denver and Rio Grande Western Railroad, and Western Pacific Railroad. The line experienced various route and name changes over the next 34 years until Amtrak created the current alignments in 1983.

Passenger Services from southern Nevada to southern California

There are currently several proposed projects to bring passenger rail service between Las Vegas, NV and southern California. These projects include XpressWest (formerly DesertXpress) that would run from Las Vegas to Victorville and received its Record of Decision in the spring of 2011. Other projects include the X-Train, Pullman Palace Car Company, and Maglev.

Excursion Railroads

Four excursion railroads operate in the state of Nevada: the Nevada Northern Railway, Virginia & Truckee (V&T) railroad Company, the Nevada State Railroad Museum, and the Nevada Southern



Railway. Combined, the four railroads operate on 32.5 miles of track and carry over 100,000 passengers annually. The four excursion railroads address a notable component of the state's tourism industry.

Railroad	Routes	Total Miles	Annual Ridership
Nevada Northern Railway	McGill junction route and Keystone Route	14	13,000 to 15,000
V&T Railroad Company	Historic Route and Sisters in History Route	14	40,000 to 70,000
Nevada State Railroad Museum	Carson City Museum grounds	1	20,000 to 25,000
Nevada Southern Railway	Boulder City to Railroad Pass	3.5	32,000

Source: 2012 Nevada State Rail Plan

2012 Nevada State Rail Plan

In the early spring of 2012 the 2012 Nevada State Rail Plan was completed and accepted by the Federal Railroad Administration (FRA). The plan can be found on the Nevada Department of Transportation's website at http://nvrailplan.com/final-2012-nevada-state-rail-plan/

Fiscal Year 2011 Station Usage in Nevada

City	Boardings & Alightings
Elko	7,125
Reno	69,257
Winnemucca	3,441
Total	79,823 (up 0.2% from FY 2010)

Source: http://www.amtrak.com/pdf/factsheets/NEVADA11.pdf

Nevada Aviation

It's working for Nevada

Established and incorporated in the Nevada Department of Transportation, Transportation and Multimodal Planning Division, the Aviation Planning Section is responsible for helping ensure that Nevada's general aviation public and private use airports meet applicable safety requirements and provide maximum utility to their communities and the flying public.

There are 48 public-use airports in Nevada which include 32 that are part of the National Plan of Integrated Airport Systems (NPIAS) which makes them eligible to receive federal funding from the Federal Aviation Administration (FAA). There are 4 airports with scheduled air service, 2 of these receive international flights (Las Vegas McCarran International & Reno-Tahoe International).

According to the FAA the total number of aircraft registered in Nevada is 5,626.

Calendar Year 2011 Enplanements

Rank	City	Airport	CY 2011	CY 2010	% Change
8	Las Vegas	McCarran Int.	19,854,759	18,996,738	4.52%
64	Reno	Reno/Tahoe Int.	1,821,051	1,857,488	-1.96%
218	Boulder City	Boulder City Municipal	103,259	169,923	-39.23%
264	North Las Vegas	North Las Vegas	55,161	64,674	-14,71%
329	Elko	Elko Regional	23,543	21,863	-7.68%
720	Ely	Ely / Yelland Field	589	245	140.41%

Source: http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/

Active Pilots

Total	Students	Private	Commercial	Airline	Misc.	Instructor
6,886	713	2,468	1,539	2,153	13	1,136

Source: http://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/2008/media/08-air5.xls